VOL. CCXXX, No. 2991
PRICE TWO SHILLINGS

Fit "TripleX"- and be safe
Reg'd

THE SPHERE
With which is incorporated "BLACK & WHITE"
JULY 27, 1957

The SPHERE

with which is incorporated The GRAPHIC

— THE WORLD'S NEWS IN PICTURES

Fortnum & Mason

F M

for the fundamentals

and the frills

Apollinaris is the natural mixer with Scotch...

ask for a Scotch and POLLY

"King George IV"

OLD SCOTCH WHISKY

THE DISTILLERS AGENCY LTD. EDINBURGH · SCOTLAND

BY APPOINTMENT TO HER MAJESTY THE QUEEN TOILET SOAP MAKERS

Bronnley

QUALITY SOAPS

BY APPOINTMENT TO HER MAJESTY QUEEN ELIZABETH THE QUEEN MOTHER TOILET SOAP MAKERS

WETHERALL

bond st sportsclothes

TRADE MARK

"FOURway" HAND TAILORED CLEVERCHANGE BELTED / UNBELTED topcoats about

BRITISH THOROUGHBRED

"DOESKIN + CASHMERE" "RACINplaid" 30 GNS.

THE HEAVENLY BLEND OF PURE WOOL PURE CASHMERE

THE WETHERALL HOUSE BOND ST. W.1

EL TROVADOR

JAMAICAN CIGARS

FABRICA DE TABACOS ★ EL ★ TROVADOR JAMAICA

PARIPAN LTD

BRITISH MADE

PARIPAN Dryfast ENAMEL

PAREMUL Emulsion PAINT

PARIMAT Steamproof FINISH

1 SHERWOOD STREET, PICCADILLY CIRCUS, LONDON, W.1

THE WELL BALANCED LIQUEUR

COINTREAU

Extra Dry

Sole Importers

W. Glendenning & Sons Ltd.

Newcastle upon Tyne 6

Lindt

THE CHOCOLATE OF THE CONNOISSEUR

CHOCOLAT LINDT

ROD. LINDT FILS

ESTABLISHED 1879

MOTOR UNION INSURANCE CO. LTD.

All classes of insurance transacted

10, ST. JAMES'S STREET, LONDON, S.W.1

PUBLISHING OFFICE: INGRAM HOUSE, 195-198, STRAND, LONDON, W.C.2

Registered as a Newspaper for Transmission in the United Kingdom

FOR POSTAGE RATES SEE FRONTISPIECE

PRICE 2/-

ILFORD Colour Film 'D'

for faces and places

FACES AND PLACES in their true colours! Take them on Ilford 35mm. Colour Film 'D', and you'll get a good picture every time. Ilford Colour is just as easy to use as any of the famous Ilford films for black-and-white photography, and it's not expensive either—a 20-exposure cassette costs 21/6 including processing and mounting of transparencies. And you can have the pick of your results enlarged into Ilford Colour Prints—post card size at four for 10/-, or 5½" x 8" in grey card slip-in mounts at 7/6 each.

Seelisberg, Switzerland

Volume CCXXX No. 2991

The SPHERE, London, July 27, 1957

The SPHERE

with which is incorporated THE GRAPHIC

THE DESERTED COACH STATION—THE SCENE AT THE VICTORIA TERMINUS IN LONDON ON THE SECOND DAY OF THE BUS STRIKE : Normally this is one of the busiest transport centres in Britain, for from here long-distance buses set out for, and arrive from, all parts of the country. Some 100,000 busmen employed by private companies were involved in the stoppage of work which began last Saturday. About half Britain's bus services were affected. The cause was the men's claim for increased wages.

There could be few more sorry spectacles at the height of the holiday season than the empty floor of Victoria Coach Station. And this scene was repeated at numerous bus centres throughout the country. At the start of the strike about half the nation's bus and coach services were affected, many of them were on long-distance routes and the remainder were local services which are privately owned. The reason for the dispute was the men's insistence that their wages should be brought closer to those of London bus staffs, who earn 30s. a week more than the provinces. The private company employees asked for a £1 a week increase. The employers offered 3s. a week. This offer was rejected by the men. The dispute was due to come, last Wednesday, before the Industrial Disputes Tribunal, to which it had been referred by the Minister of Labour. But at the beginning of the week it was doubtful whether the unions concerned would give evidence. Besides holidaymakers, a vast number of workers were seriously inconvenienced by the absence of public transport. One of the most disturbing aspects of the dispute was the number of clashes between strikers and the police.

Postage—Inland, 3d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

"Doctor Jekyll was Quite at Ease."—

Mr. Thorneycroft made a short statement last week to the National Production Advisory Council and showed himself "quite at ease," quietly confident. He confirmed his confidence in other speeches. If only we as a nation would spend less and produce more, stable prices were just round the corner. If there were no signs of our spending less, production was moving up not unsatisfactorily. As for Government expenditure, the Government has cut defence expenditure and must be given credit for resisting demands to spend much more in many directions. Pay increases last year amounted to £900,000,000—enough to run a second Health Service or "two or three navies." The Government has decided against subsidising the nationalised industries or allowing them to run at a loss. The Chancellor saw no reason for panic measures. There is *no* new economic crisis. In critical times, a Minister is well advised to wear an air of confidence, even if he does not feel it. The outside world, interested in the fate of sterling, watches the face and listens to the words of a Chancellor very attentively. Mr. Thorneycroft clearly asked his hearers to believe that his confident air masked no doubts. God knows we have heard *ad nauseam* for decades how lovely it would be in the Garden of England if England to herself would be but true, work harder and spend and demand less. But *quis custodiet* ? Mr. Thorneycroft seemed to take the same justifiable pride in announcing that pay increases last year would pay for a couple of navies and that the Government had resisted pleas to spend more. Some of the public cannot share his ease of mind. We are very conscious to-day that first and last we are the payers and that we never call the tune.

"Last Chance for the Government."

—The word of Nabarro, the prophet, came to Old Stager, the scribe; it came from Stourport and read like true prophecy, if a Jeremiad. "Everybody is fed up with dearer coal, electricity, gas, fares, freights, postage, and everything else, all of which is a manifestation of the failure of the Government to order, discipline and direct the affairs of the basic nationalised industries." "Mr. Macmillan's plateau is being blown to pieces by the endless extravagance of the State boards headed by the National Coal Board. This is the Tory Government's last chance to knock some efficiency into these boards." I ask myself when it was that post-war Governments abandoned the duty of ordering, disciplining and directing the domestic affairs of the nation and assumed the role of onlooker and preacher of restraint without practising what they preached. These Governments were all elected to carry out those duties, these State boards were all set up to give the public more efficient and economical services. In past decades, these Governments have been elected by the small minority votes of electors who are not dyed-in-the-wood Tories or Socialists. The bulk of the nation will never change its allegiance to right or left. The floating vote of every election, the deciding factor, is drawn from the class on whom inflation falls heaviest, the class which gains no compensating increase in income to combat inflation. Time and again in recent decades we have noted our Governments playing their new role of onlooker and preacher, in disastrous industrial disputes, in matters of taste and amenity, in the monstrous extravagances of State services. They deplore such happenings and call for a basin of water and wash their hands of them. It is beyond their power to intervene. They set the robots ticking and have thrown away the key which controls them. It is anybody and everybody's job (save only the Government's) to find the key to restraint and discipline and if it were found, an era of unexampled prosperity would dawn. I think the prophet is right. If this is modern government, the minority which decides the issue at a General Election may be forgiven if it stays at home or decides the other side can't do worse.

The Aga Khan.—

The Aga Khan's death was not merely conventionally said to "mark the end of an epoch." Neither was the death of King Edward VII. The two men could be compared. Both were statesmen, both had the interests of the Empire and of the peoples whose spiritual and worldly chiefs they were, always at heart, both loved the good things of life, the ladies and racing, in particular, and both possessed outstanding dignity and humanity. It is beyond me to comprehend the hereditary nature of the Aga Khan's spiritual chieftainship over millions in Islam. It was in the Aga Khan's power as Imam to nominate his successor and he has done so; Aly Khan's eldest son by his first marriage succeeds as fiftieth in succession, and becomes the fourth holder of the title Aga Khan, bestowed by Queen Victoria on his great-grandfather, an exile from Persia. The late Aga Khan told us a great deal about himself in his autobiography. His character and plan of life were formed during an unhappy childhood. He was in revolt from the strangling protocol of Court and all his life from the obstinacy of English colour-prejudice. He became the spokesman of Islam and a mediator between East and West, and his unceasing labours were recognised by civilisation in his election as President of the Assembly of the League of Nations. During part of his active life, he must have seemed to many a curious contrast to another famous spiritual leader in the East, Gandhi the ascetic. His sincerity and his genuine religious faith maintained his influence. Hypocrisy was not in his character. He married four times. His successor, Karim, is barely twenty, and the elder of two sons of Aly by his first marriage to Mrs. Guinness, a sister of Lord Churston. The choice, which Aly approves, was explained in the late Aga Khan's will as dictated by the need for a young Imam in a world totally changed. Karim should fit the bill. His education has nicely poised him between new and old, Western and Eastern, and he has every chance to become, like his grandfather, an influential citizen of the world in the cause of peace and harmony.

STRIKE-BOUND COVENT GARDEN: Police keep watch for possible incidents during last week's dispute at the market. 1,200 porters, pitchers and other members of the Transport and General Workers' Union had refused to work a new system which would unify pitchers, porters and staff men instead of allowing the self-employed pitchers to work as independent gangs.

PICKETS SURROU… Emergency mea… claimed that be… the market and C…

A London Newslette

195-198, STRAND, W.C.

The "Sunday Times."—

The 7,000th issue of the *Sunday Times* claimed a net sale risen to three-quarters of a million, the largest net sale ever achieved by a Sunday newspaper of its type (and its type is not commonly met); and its thirty-two pages on July 14 represents the largest Sunday paper published since the war. Of those 7,000 issues I am glad to know that I have read, usually with care, about 2,500, and indeed in the past years I contributed to about 100 in book reviews and articles. Between 1822 and 1957, covering eight reigns, much history has been made. Into those reigns has been packed more of tragedy and triumph, of terror and sensation, of achievement and backsliding, of discovery and invention, of security lost and gained, than in any other period of history thrice its length. In 1822 Stephenson's *Rocket* was a half-drawn blueprint, the stage-coach was achieving a record speed of 17 m.p.h.; in 1957 cruising speeds of 500 m.p.h. are being improved on, the roads and the railways have yielded place to a new element, and indeed at week-ends the 1822 speeds on the road are hard to attain. The whole history of improved communication is packed into the period. In 1822 a journey from Rome to London took as long as it took Hadrian to reach London from Rome (*vide* Peel's hurried return to assume office from Wellington's caretaking as late as in 1834). The rise of the railway, the bicycle, the motor-car, became ancient history in the period and their immense influence on the revolution in our social life is half-forgotten. When it began, oil was used to give light, though the wealthy preferred the best wax. Gas was an embryo, electricity unborn. There was no such thing as a machine tool in 1822. When the period began, the population of England was below 20,000,000 and we were capable of feeding ourselves. England was an aristocracy; an uneducated and unrepresented nation was governed by a small, privileged clique, sharply divided politically but united in a firm determination to keep power in the family. It was, in the main, responsible and enlightened government.

It Helped to Keep Us Sane.—

The chan… face of Regency England as depicted by Caldicott for *Gilpin* is nostalgic, but its pretty cottages conc… tragedies and social injustice, and soon enough the "Satanic mills" would engulf small children and m… mothers. But big reforms come about by pressure behind and underneath. The germ of the Welfare was implanted in the ruling class of the Reform Bill Patronage, it could be called; but a responsible landlo… and his womenfolk looked after their people, and organ… reformers had their sympathetic followings. Sir A… Bryant's epigram that our post-wars' revolutions "signed the rich and privileged not to the tumbrils b… the sink," is good of its kind, and the reason why is p… given in my previous sentence and partly due to national temperament. But the revolution was far complete and permanent than that in France b… Napoleon's rise. Perhaps looking back fifty years historians may find that the continuity of our nationa… was never broken in those fearful and tremendous ye… peril and change and indigestible discoveries of sc… It is too soon to pronounce on that now, the transfo… tions between 1822 and 1957 are still too breathtakin… confusing. But, through it all, our Monarchy has sur… and grown in strength and respect, a unifying harmonising institution, its pedigree easily recognisab… totally uncomplicated. And through it all, I think *Sunday Times* has kept the faith and adhered to its tr… a great and worthy newspaper and can say (with N… that it has tried to do its duty—and succeeded. kept a sense of proportion and a sense of dignit… purpose ; it has kept us sane in a world run ma… found the means to alleviate our indigestion.

RATES OF SUBSCRIPTION TO "THE SPHE…

Orders for subscription to THE SPHERE *should be han… any bookstall or newsagent, or addressed to the Sub… tion Department,* THE SPHERE, *Ingram House, 19… Strand, London, W.C.2. The rates for 12 months, inc… Christmas Number, for Great Britain and Eire, are £6 1… 6 months and Christmas Number,* £3 3*s.*; *6 months w… Christmas Number,* £2 18*s.* 6*d. For Canada the rat… the same periods are* £5 14*s.* 6*d.* (*or* $16), £2 19*s.* 6… £2 15*s.* ; *and for elsewhere Overseas* £5 19*s.* ($16.50 *in the U.S.A.*), £3 1*s.* 9*d. and* £2 17*s.* 6*d. All terms include postage.*

RRY IN THE MARKET : An incident during the strike. d considerable success and, by the third day, it was at. of the normal home-grown produce was leaving per cent. of imported fruit and vegetables.

A CHART OF LANDMARKS AT A BEAUTY SPOT IN THE HEART OF THE SCOTTISH HIGHLANDS: The Automobile Association has placed an engraved bronze plaque at "Queen's View," near Pitlochry. It shows the many landmarks visible from the site, among which are Loch Tummel, the 3,500-ft.-high peak of Schiehallion, the hills round Glen Coe and Ben Lawers. The view was a favourite of Queen Victoria. The panoramic plaque was unveiled by Sir George McGlashan, Convenor of Perth County Council.

Selling Britain.—For a long time I have bserved a tendency on the part of Government and Parliament to put the cart before the horse, to give rewards and onuses before the recipients have earned them, to bribe osses and workers alike to get down to results. In short, o dangle a carrot in front of the beast of burden instead f stimulating it from behind. In this category I count the ncreases in salaries to State board chiefs and to Members f Parliament. There is to be a 15 per cent. increase n expenditure on British information services abroad. hose services must be raised to a level consistent with our orld-wide responsibility and importance. Certainly they re important services and could be useful if they were o-ordinated and reliable. Here again the cart is put before he horse. The story told to the world must be the truth, he whole truth and only the truth, and at the moment the hole truth is not a very good selling point. It may be ght to let the peoples, East and West, gain a true icture of what Britain is, to combat lies and evil ropaganda, but the time to do it is when the true icture is lovely and inspiring and confidence-building. is waste of money to sell 'em a pup, and rather onsense to reject the folly of spoiling the ship for a a'p'orth of tar. Some of the rotten planks need more han a coating of tar.

Young People and Drink and Dancing.—In the last report by Chief Constables on drunkenness mong persons under twenty-one (1950-56), a further crease of 16 per cent. of convictions was noted. It is a rious rise. It is an oblique indication that more and ore young people feel the need or follow the fashion of nstant recourse to alcohol. Dancing is very popular -day. In the country districts dances are frequently ranged in aid of admirable and innocent causes at inns nd village halls, and at every Bench licensees apply for tension of hours to admit of the sale of alcohol to cover e period of the dance. Neither magistrates nor police sfavour these applications, provided the dances are nducted in an orderly way. But an ugly modern ature is observable. When the pubs close, young ople of a disorderly sort gatecrash these dances in order drink beyond normal hours and by so doing they eate disturbances and annoy the local residents, with the sult that often the police must be called in. As an old ager, not always *laudator temporis acti*, I make two mments: when I was young, we needed no extra mulants to waltz our girls into the dawn. Perhaps the rls of the day are less inherently stimulating than in 1910. gain, in those days, if a few cads tried to spoil our nocent diversions, we did not remain inactive till the w intervened. We did the job ourselves. We may ve sent for an ambulance, but never for the police. But things are different now, and where applications for extension are made for halls where these disturbances are frequent, we grant the extension only on conditions. The licensee must provide guarantors of good behaviour who must help him see that no gatecrashers come in when the locals close. Let this be understood : the responsibility is, and remains, *on the licensee who makes the application* to ensure that such gatecrashers are not admitted. It is his duty to see that undertaking and conditions are observed. If he refuse, his application must be refused.

Haywire Art Prices.—The Weinberg Art Collection auction at Sotheby's was notable in many ways. It produced about £300,000 for charities. It set up many new saleroom records. It confirmed London as art centre No. 1 and London dealers as first in the field and French art of the nineteenth and twentieth centuries as *facile princeps* in the taste of the hour. Even slight drawings by van Gogh and Seurat fetched prices not long ago considered high for fine Old Masters in oil. Van Gogh's "Factories at Clichy" was the great sensation. It fetched £31,000. In 1928 it was acquired for £1,800. A Fantin-Latour flower-piece fetched £4,500. Twenty years ago it changed hands at £245. A Cézanne water-colour made £7,500. Ten guineas would have been accepted by the artist in his lifetime. These are a few instances of changing values and changing tastes, and the present gamble on names in preference to works. This great sale may give supporters of our National Art-Collections Fund cause for reflection. To-day they may buy a masterpiece for the nation at a six-figure price. What will be its "value" twenty years hence? Haywire tastes make haywire prices.

THE OLD STAGER

DEMONSTRATING A NEW COMBINED STRETCHER-LADDER: On a site near London's Guildhall, the Gloster Aircraft Company introduces a highly efficient new safety device. *On left*, the stretcher is up-ended to show that the patient is securely held. *On right*, he is hauled steadily up. On the right of the picture, the new stretcher is displayed to show the rungs of the ladder side. Standard Civil Defence rescue parties carry two ladders but no stretcher. Glosters have used a light aluminium alloy to make this combined ladder-stretcher, narrower than the orthodox size, so that it can be passed through quite small openings. Another advantage is that two or more can be fitted together to make a longer ladder.

THE AGA KHAN III IS BURIED IN EGYPT: The coffin is carried to the late Aga Khan's villa, Nour-el-Sallam, on the edge of the Nile, at Aswan, for burial in a temporary grave. Later it will be buried in the mausoleum which is being built near the villa. After the lying-in-state in Switzerland, the body of the late Imam of the Shiah Muslim Ismaili community was taken by a chartered aircraft to Cairo and then flown in an Egyptian plane to an airstrip near Aswan. For the last stages of the journey the coffin was carried on a red fire tender before being ferried in a barge across the River Nile to the villa. The coffin was followed to the villa by the new Aga Khan IV, the Begum Aga Khan, Aly Khan, and other members of the family, as well as by Ismaili followers.

LAST JOURNEY OF THE AGA KHAN III

The Coffin is taken to its Temporary Resting Place Overlooking the River Nile

FAMILY MOURNERS: The new Aga Khan (who is the elder son of Aly Khan) and the Begum Aga Khan, widow of the late leader, receive Ismaili Muslims following their arrival in Egypt for the burial service. The Aga Khan IV, who was formerly Prince Karim, is a student at Harvard, where he has been studying Oriental history. Before leaving Switzerland he was presented to members of the Ismaili Muslim community by the Begum.

THE TEMPORARY RESTING PLACE OF THE LATE AGA KHAN: The temporary grave is in the courtyard of the white stucco villa which stands on the edge of the River Nile, opposite Aswan. Hundreds of the late Aga Khan's principal followers assembled in Aswan for the burial service, which was conducted by Muslim priests.

On left—

THE LAST JOURNEY THROUGH ASWAN: The coffin is carried on a red fire tender down to a jetty on the Nile. It was the late Aga Khan's wish that his body should be ferried across the river Nile in a barge.

SPORTING ACHIEVEMENTS

In Britain Stirling Moss Wins the Grand Prix d'Europe; Derek Ibbotson Sets a New Record for the Mile, and an "Unknown" Wins the Queen's Prize Shooting Competition

NATIONAL RIFLE ASSOCIATION MEETING AT BISLEY: A general view of a "line-up" of competitors taking part in one of the rounds of the Queen's Prize competition at Bisley, in Surrey. Competitors from all parts of the world took part in the event. *On right*—Mr. James Love, of Scotland, smiles as he is "chaired" in the traditional style after winning the much coveted Queen's Prize at Bisley. Mr. Love is a member of what is probably the smallest rifle club in Britain, the Kyle Rifle Club, which has only twelve members. He began the final round of the competition five points behind the leaders but went on to score an unexpected victory with two excellent shots at 900 and 1,000 yards. The winner of the Commonwealth premiere shooting award had made arrangements for his summer holiday to coincide with the Bisley meeting. His previous sporting achievements include the Scottish small-bore championship and representing Scotland as a cyclist.

On right—

MOSS AND BROOKS SHARE THE LAURELS: United in the laurel wreath of victory after the Grand Prix d'Europe car race on the three-mile Aintree road circuit at Liverpool, are the winner Stirling Moss (right) and Tony Brooks. They both drove Vanwall racing cars. Moss took over Brooks' car when his own developed trouble during the race. He went on to achieve the first all-British victory (car and driver) in a major motor racing classic since the late Sir Henry Segrave, driving a Sunbeam racing car, won the French Grand Prix at Tours in 1923. Moss won the race at a speed of 86.2 m.p.h. He also achieved a new lap record of 90.6 m.p.h.

A NEW WORLD RECORD FOR THE MILE: Derek Ibbotson, of Huddersfield, Yorkshire (No. 71), flashes up to the winning post at the White City Stadium, in London, to set up a new world record for the mile with a time of 3 mins. 57.2 secs. This supersedes the record established in 1954 by eight-tenths of a second. R. Delany (Eire) was second in 3 mins. 58.8 secs., S. Jungwirth (Czechoslovakia) third in 3 mins. 59.1 secs., and K. Wood (Great Britain) fourth in 3 mins. 59.3 secs. The world record of 3 mins. 58 secs. was established by J. M. Landy, of Australia, at Turku, Finland, in June 1954. This was a month after R. G. Bannister had beaten four minutes for the first time over this distance with 3 mins. 59.4 secs., at Oxford.

THE WINNER AT SPEED: Stirling Moss is at the controls of the Vanwall racing car, which he drove to victory in the Grand Prix d'Europe at Aintree, Liverpool. By his victory, Moss achieved Britain's greatest motor-racing triumph for thirty-four years. The Vanwall racing car won the event in face of strong competition from teams from the car factories of Italy.

THE NEWS IN PICTURES

THE PRESIDENT OF NORTH VIETNAM IN CZECHOSLOVAKIA: A large crowd, cheering and waving flags, greets Ho Chi-minh as he steps from the aeroplane at the airport of Prague. President Ho Chi-minh had flown from Moscow. He had been spending several days on a State visit to the U.S.S.R.

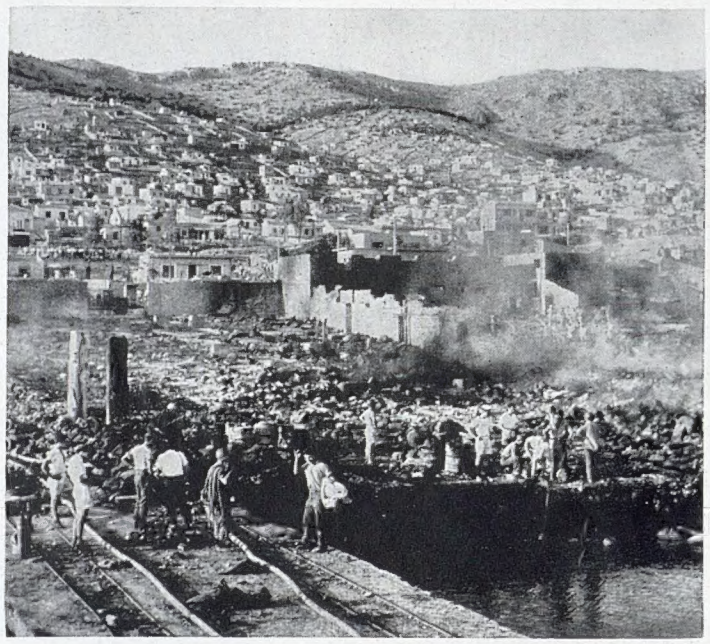
TWO HEADS OF COMMUNIST STATES: President Ho Chi-minh of North Vietnam and President Zapotocky of Czechoslovakia sit together in the latter's official residence in Prague. During his stay in Czechoslovakia, Ho Chi-minh visited Lidice.

On left—

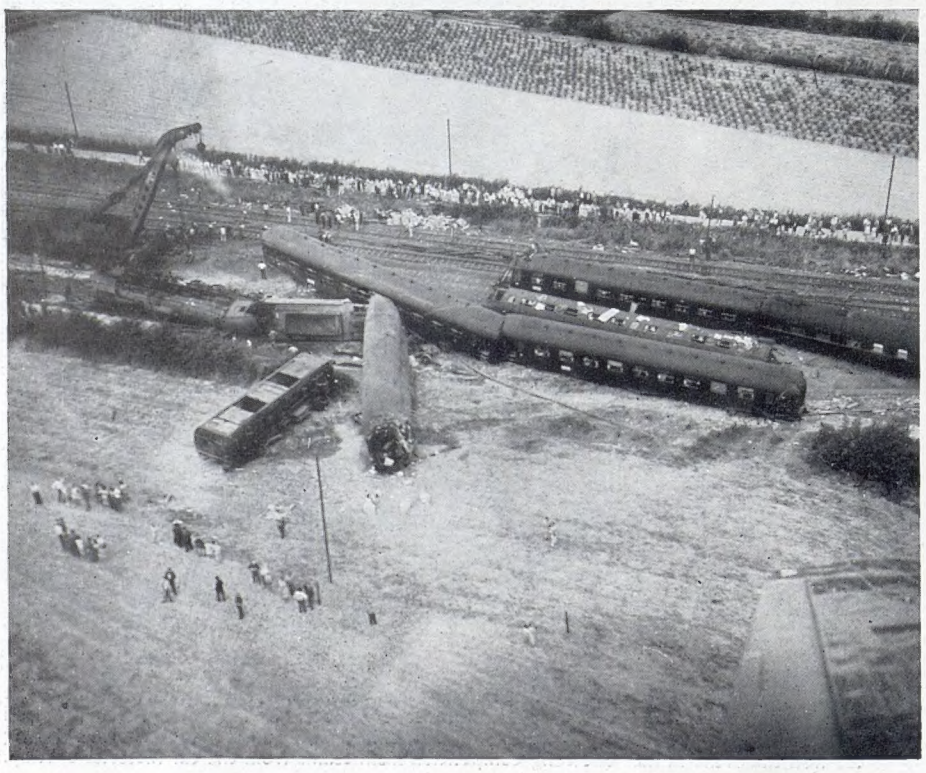
A NORTH AFRICAN RULER FACES DEPOSITION: Sidi Lamine, the Bey of Tunis, is seen before the critical meetings in his capital this week as a result of which it was expected that Tunisia would be declared a Republic. It was widely believed that the Political Bureau of the Neo-Destour Party (which virtually rules the country) would decide to abolish the monarchy.

On right—

FIRE AFTER AN EXPLOSION IN GREECE: The ruins are still smouldering in an area of Piræus, the port of Athens, which was devastated by a fire after a Customs warehouse filled with explosives had accidentally blown up. Surrounding buildings in the dockyard were destroyed and several vessels anchored in the harbour were damaged. Fortunately there were only a few minor casualties. It was reported that several thousand containers of compressed gas were stored in the warehouse.



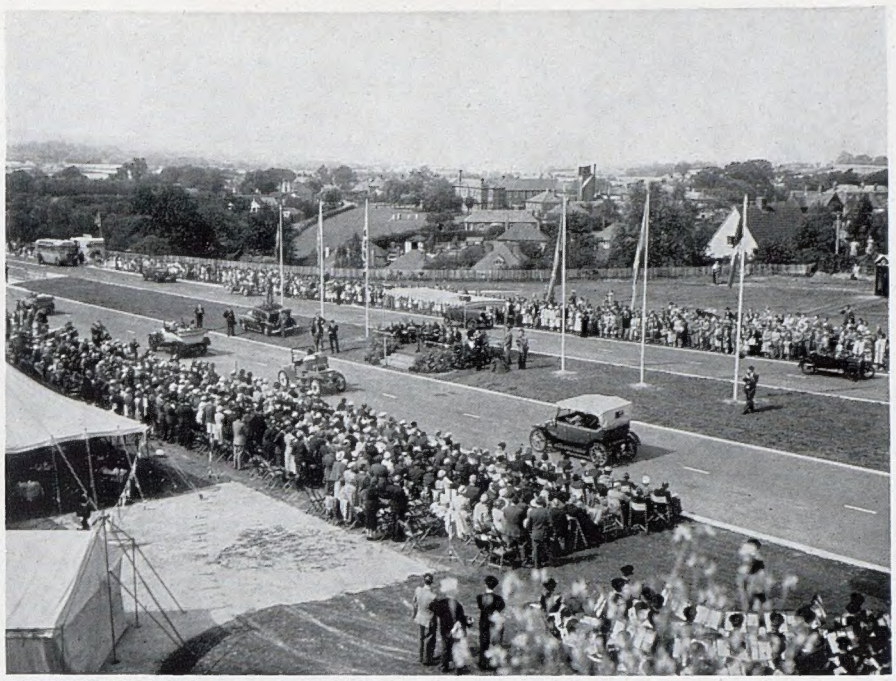
£535,000 DAMAGE: Search is made among the ruins on the quayside of Piræus. After the explosives blew up, the fire spread rapidly owing to a strong wind. Homes and commercial buildings were destroyed. Damage is estimated at over half a million pounds.



THE FRENCH RAIL DISASTER IN WHICH TWENTY PEOPLE LOST THEIR LIVES: Locomotive and coaches lie round the track from which they had leapt at Bollène La Croisière, a small station near Avignon. *On left*—Another view of the wreckage of the rolling stock. The train was the night express from Paris to Nice. It was approaching Bollène at 70 m.p.h. when the engine and front coaches leapt the points which were set to divert to a side line. Twenty people were killed (among them three Britons) and sixty injured. Many of the victims were in a coach remaining on the line by the side of the derailed locomotive. When the engine's boiler blew up, superheated steam roared through the windows of the coach and turned its interior into a cauldron.

THE NEWS IN PICTURES

STEAM-ENGINES ON PARADE: A line of traction-engines and steam-rollers moves past the large crowd at the West of England Steam-Engine Society's rally at Camborne, in Cornwall. Some of the engines on parade dated from 1904.



THE OPENING OF THE ASHFORD BY-PASS: Veteran cars take part in a procession along the new road in Kent during the formal opening ceremony by Mr. Harold Watkinson, the Minister of Transport and Civil Aviation. The object of this parade was to demonstrate the progress in the car manufacturing industry over the past fifty years. The by-pass is on the London-Dover-Folkestone trunk road and has cost £360,000 to construct. It cuts fifteen minutes off the time for the journey from London to the coast. The highway has dual-carriageways, gently banked curves and no junctions, as it is carried above or below older roads.

On left—

A FAMOUS FISHING FLEET OF DEVONSHIRE: Holidaymakers line the quay at Brixham and look down on some of the vessels of the fishing fleet of this famous little port. It is reported that some of the Brixham fishermen have started by-passing the local market and sending their fish by lorry direct to the market at Billingsgate, in London. By this means, they maintain, they obtain a better financial return. Brixham has a distinguished history. William of Orange landed there in 1688. Its most famous vicar was the Rev. H. F. Lyte, who wrote "Abide With Me." Recently *Mayflower II* was built in a Brixham shipyard.

Below—

GIRL GUIDES CELEBRATE THE BADEN-POWELL CENTENARY: They have assembled for the camp fire at the International Girl Guides' Camp at Blair Atholl, in Perthshire. Among the distinguished visitors was the Chief Guide, Lady Baden-Powell.

THE UNITED STATES AMBASSADOR VISITS THE DURHAM DIVISION OF THE COAL BOARD: Mr. John Whitney (left) is accompanied by Mr. A. Bowman, manager of the Fishburn Colliery, during his tour at Sedgefield, Durham. He spent 2½ hours underground. Mr. Whitney also met miners and their families at the recreation ground and watched the Durham Miners' Gala procession.

THE NEWS IN PICTURES

THE FIGHT FOR THE ST. JAMES'S THEATRE: Sir Laurence and Lady Olivier lead the procession past the National Gallery on its way to the courtyard of St. Martin-in-the-Fields, for the protest meeting.

VIVIEN LEIGH AND HER HUSBAND, SIR LAURENCE OLIVIER, TRY TO SAVE THE ST. JAMES'S: Miss Leigh was described as the heroine of the movement by Mr. Felix Aylmer, president of British Actors' Equity Association. He made it plain that Equity was not recommending the establishment of a fund and that its aim was to obtain "justice for our profession" from the Minister of Housing. Miss Leigh announced that Sir Winston Churchill had promised to subscribe £500 towards a fund to save the St. James's Theatre should it be established. In a letter to her, he wrote "I hope you will succeed in your defence of St. James's Theatre, though, as a Parliamentarian, I cannot approve your disorderly method."

On right—

LAUNCHING A NEW THEATRE: The Lord Mayor of London, Sir Cullum Welch, and Mr. Bernard Miles carry a mermaid on to the site of the new Mermaid Theatre which Mr. Miles is to build at Puddle Dock, Blackfriars. The "discovery" of the mermaid took place during an open-air concert on Friday night of last week, which was given to inaugurate the new theatre. Many celebrities of stage and film were present to congratulate Mr. Miles on his enterprise. £50,000 is needed to build the theatre, of which half has already been raised. A special feature on how the Mermaid Theatre will look when completed was published in THE SPHERE of April 20 this year.

OUT IN THE OPEN AT PUDDLE DOCK: Part of the large audience which sat from 10 p.m. until after midnight on Friday of last week at the inauguration of Bernard Miles' Mermaid Theatre. The night was fine and warm, a happy augury for the bold venture. Mr. Miles has rented the site at a peppercorn rent from the City Corporation.

DEFENDERS OF THE B.B.C.'S THIRD PROGRAMME: Members of the Sound Broadcasting Society (formerly the Third Programme Defence Society) meet at Dr. Vaughan Williams' house after forming a deputation to the Governors of the B.B.C. From left to right they are Mr. Michael Tippett; Mr. Paul Sieghart; Mr. Peter Laslett; Mr. Roy Walker; Sir Laurence Olivier; Mr. Peter Needs and Dr. Vaughan Williams. They had been received by Sir Alexander Cadogan, Chairman of the Governors of the B.B.C., who gave them no promise of an early reply to their proposals. However, the deputation, which was headed by Dr. Vaughan Williams, Sir Laurence Olivier and T. S. Eliot, was satisfied that it had obtained a fair hearing of the case.

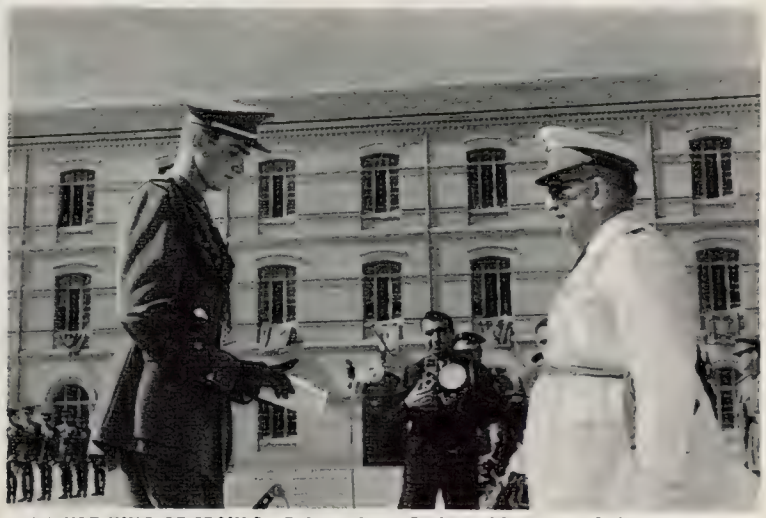
PRINCESS MARGARET VISITS THE ROYAL BALLET SCHOOL: A display of dancing by the pupils was given before Princess Margaret at the school at White Lodge, Richmond. On Princess Margaret's left are Dame Ninette de Valois (the Royal Ballet School is under her direct supervision); Miss Ursula Moreton, Ballet Principal of the school, and Mr. David Webster, General Administrator of the Royal Ballet; on her right is Mr Arnold Haskell, Director and Headmaster of the school. This was Princess Margaret's first visit to the Lower School, where there are about 120 boys and girls aged between nine and sixteen years. The Upper School with about 100 pupils is at Colet Gardens, behind St. Paul's School. Princess Margaret is President of the Royal Ballet.

THE NEWS IN PICTURES

BLOWING UP THE COFFER-DAM ON THE NORTH BANK OF THE KARIBA GORGE: Four tons of explosive were used in the demolition on the Zambezi River. The coffer-dam was built so that work could continue on the diversion channels of the great Kariba Dam during the wet season. This has now been completed and the coffer-dam is of no further use. It will not be entirely dismantled as it will eventually be well below water level. A diversion channel has already been completed on the south bank and work can now go ahead on another circular coffer-dam in the centre of the river, behind which the main dam wall can be constructed. This is to be 1,800 ft. long and 400 ft. high. The damming of the river will create an artificial lake, stretching upstream for about 150 miles and covering an area of 1,600 square miles.

AFTER THE DEMOLITION: The Zambezi River begins to flow into the diversion channel through the breach in the coffer-dam and between some of the huge foundation blocks which mark the beginning of the main dam wall.

RIOTS AT LA SANTE PRISON, IN PARIS: Armed police arrive outside the famous prison where 250 inmates mutinied last week. The disturbances were demonstrations of protest against the warders who had begun a 48-hour strike and refused to feed the prisoners. The warders are dissatisfied with Government response to their wage claim and the strike was general throughout France. There was another mutiny at Fresnes Prison. At La Santé the mutineers (many of them Algerians serving sentences for acts of terrorism) broke down over 100 cell doors and burned them. The Algerian nationalist leader, Ben Bellah, was freed from his cell but advised his compatriots to stop the mutiny.



A FUTURE KING OF SPAIN ?: Prince Juan Carlos, eldest son of the claimant to the throne, Don Juan, receives his diploma from the Director of the Saragossa Military Academy. On Monday of last week, the Spanish Parliament was officially informed that the Monarchy would be restored in Spain on the death or withdrawal from power of General Franco. Prince Juan returned to Madrid to complete his education in 1955. It was then generally thought that he was to be groomed to become head of State.

CARDINAL WYSZYNSKI DELIVERS A RADIO-ACTIVE ISOTOPE TO THE MARIE CURIE INSTITUTE IN WARSAW: The isotope is for the treatment of malignant tumours and was bought by the Polish community in Canada and put by them at the Cardinal's disposal. The Primate of Poland is on the right in the above picture; on the left is the Director-General of the Polish Ministry of Health, Professor Secomski. The incident took place shortly before the news of a serious clash between Cardinal Wyszynski and Mr. Gomulka. This was caused by the Cardinal's denunciation of the pro-Government Catholic group, led by Boleslaw Piasecki. The Primate has ordered all Catholics to sever connection with the group and had prepared a critical article for publication. The article was banned and Catholics believe this was by order of Mr. Gomulka.

RUSSIA AND CZECHOSLOVAKIA ISSUE A COMMUNIQUE: Mr. Khrushchev and Mr. Novotny, First Secretary, Czechoslovakian Communist Party, sign the joint communiqué after talks in Prague. The statement condemned, on behalf of the Czech Communist Party, the anti-party views and factional activities of the Malenkov-Kaganovich-Molotov group; agreed that peace-loving countries must lessen international tension, reduce armaments and ban atom and hydrogen bombs; and attacked West German "militarists" for inciting chauvinistic propaganda and creating war potential with the training of the Bonn Army.

PILGRIMAGE TO MECCA

Celebrating the Great Bairam or Eid el-Kebir

MUSLIM PILGRIMS FROM ALL OVER THE WORLD ASSEMBLE BELOW MOUNT ARAFAT, FIFTEEN MILES FROM MECCA: They must arrive before sunset and remain until shortly after sunset while they praise the Lord and pray to the Creator. The pilgrimage takes place on the day before the Great Bairam, or Eid el-Kebir, is celebrated. The Feast began this year on July 8 and the celebrations lasted for three days. They form one of the five most important obligations of the Muslim year.

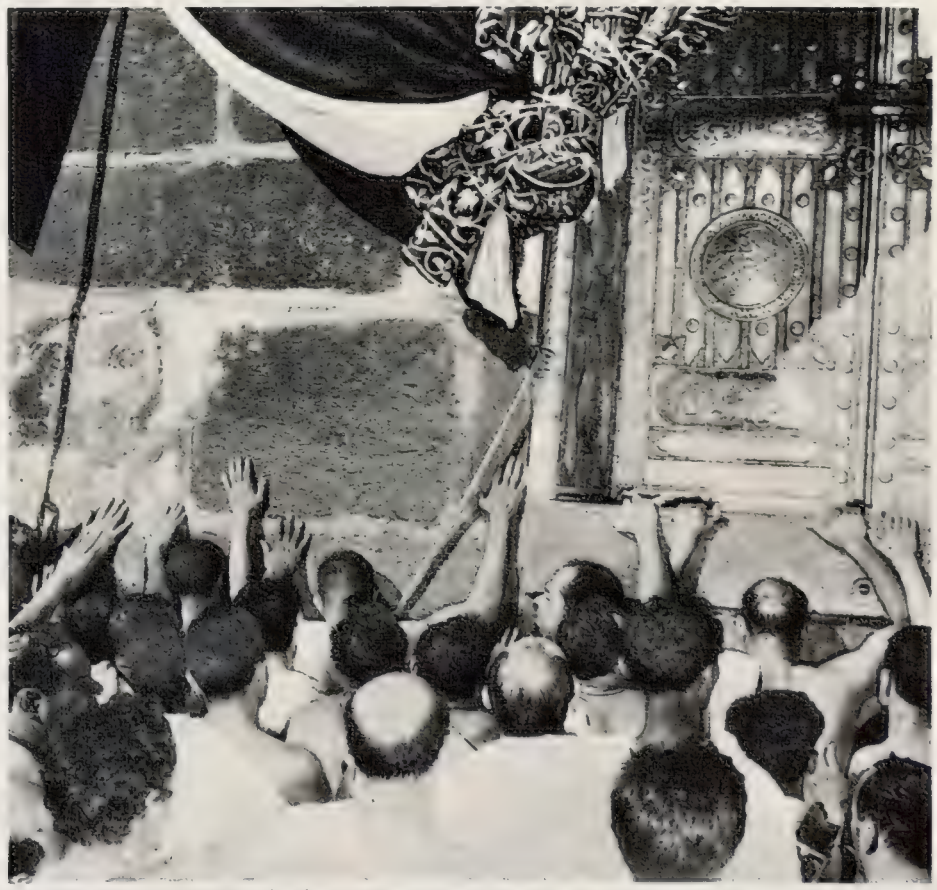
The Great Bairam, or Eid el-Kebir, is o of the five most important obligatio of the Muslim religion, but only those w can afford it are compelled to make t pilgrimage. It is preceded by the Fast Ramadan and by the Eid ul-Fitr. T pilgrimage must be performed within strictly defined period, which is governed the Muslim calendar.

When the Prophet started to preach Isla at Mecca, he met with strong opposition an with his followers, was persecuted. He w mysteriously told to leave the city and prea elsewhere. He went to Medina. From th date, 1376 Muslim years ago, began t Hegira (A.D.622) the Flight, or the beginning the Muslim era. The Muslim year is divided in twelve lunar months and the pilgrimage mu be fulfilled by the ninth day of the last mont the month of Zul-Hidjah. Before setting fo on the sacred soil, pilgrims have to put on special dress. The men drape themselves white material, knee length and leaving t right shoulder and arm bare. Women cov themselves completely except for the face a hands. Thus all appear equal.

On arrival at Mecca, the pilgrims mu walk seven times round the sacred Kaab before making their prayers. On the day the pilgrimage they walk about fifteen mil to Mount Arafat. They must arrive befo sunset and remain until after sunset befo leaving. On the following day the Gre Bairam is celebrated. This is the Fea of the Immolation. Abraham was ordere by God, in a dream, to sacrifice his on son Ismail. In the morning, when he w about to perform the sacrifice, he was told substitute a lamb for Ismail, and he obeye To commemorate the event, Muslims slaughte lambs on the morning of the feast and distribu the meat to the poor. The religious rit are solemnly observed, but the Great Baira is also an occasion of rejoicing among Muslim fortunate enough to have celebrated it Mecca and for their brethren all over the worl

ON THE WAY TO MOUNT ARAFAT: Young and old, men and women, youths and children-in-arms, all take part in the great pilgrimage to the small hill called Arafat on the day preceding the Great Bairam. *On right*—Pilgrims gather near the Kaaba at Mecca. The pigeons pick up crumbs and recall, to Western eyes, their brothers at St. Mark's Square, in Venice.

THE HOLY CITY OF MECCA : In the centre of the great mosque of El Haram is the sacred Kaaba, which is surrounded by a vast court which can hold 30,000 worshippers. Immediately on arrival at Mecca, pilgrims must walk seven times round the Kaaba.



PRAYERS AT THE KAABA : Having walked seven times round the sacred shrine, the pilgrims make their prayers to their god or request favours from him. The Kaaba is the symbolic spot, chosen by Islam as a meeting-place for all believers of the Muslim faith.

A MOORISH SETTING FOR THE MOORISH GUARD'S MESS IN THEIR BARRACKS NEAR GENERAL FRANCO'S PALACE, EL PARDO, OUTSIDE MADRID: Besides protecting the Palace, the guard provides escorts of honour for distinguished visitors, and accompanies General Franco if he makes a long visit outside. It consists of about 150 picked men between the ages of twenty-one and sixty-one years. Their families are allowed to live with them.

THE CAUDILLO'S MOORISH GUARD

An Elite Corps which Guards General Franco's Residence

On right—
WATERING A HORSE IN THE EARLY MORNING: Part of the squadron is mounted on white horses, which emphasise the colourful uniforms of full dress.

Below—
LANCE-RIDERS OF THE MOORISH GUARD: They are picked veterans of the Guard, and all are expert horsemen, trained at the El Pardo barracks.

GUARDING EL PARDO: Night and day the Moorish Guard is on duty. The beautiful El Pardo Palace used to be open to visitors, who first obtained an admission card from the Intendencia in Madrid.

During the Civil War, General Franco organised a fusilier unit and cavalry squadron of Moroccan troops. From them has developed the élite corps illustrated on this page. It consists of about 150 men, who have their own barracks close to El Pardo Palace. Here, off duty, they can live with their families, eat Moorish food and be ministered by their own priests. Basic training is in Africa. During the Civil War, they then went to General Franco's headquarters at Burgos, but now the picked men come direct to El Pardo for schooling in their special duties. All are volunteers, but not all volunteers qualify. They must be recommended by their officers as first-class men of high trustworthiness. They are free to retire from the service when they like, although few do so before the normal age. Twice a year, they may go on leave for a period totalling two months. These troops get higher pay than some "white" Spanish soldiers and they retire on a State pension, graded according to their years of service. The beautiful El Pardo Palace, which they guard (now General Franco's residence), dates from the early seventeenth century—the reign of Philip III, whose action in exiling the entire Moorish population in 1609 almost ruined the country's commerce and agriculture.

EUROPE'S PAGEANTS

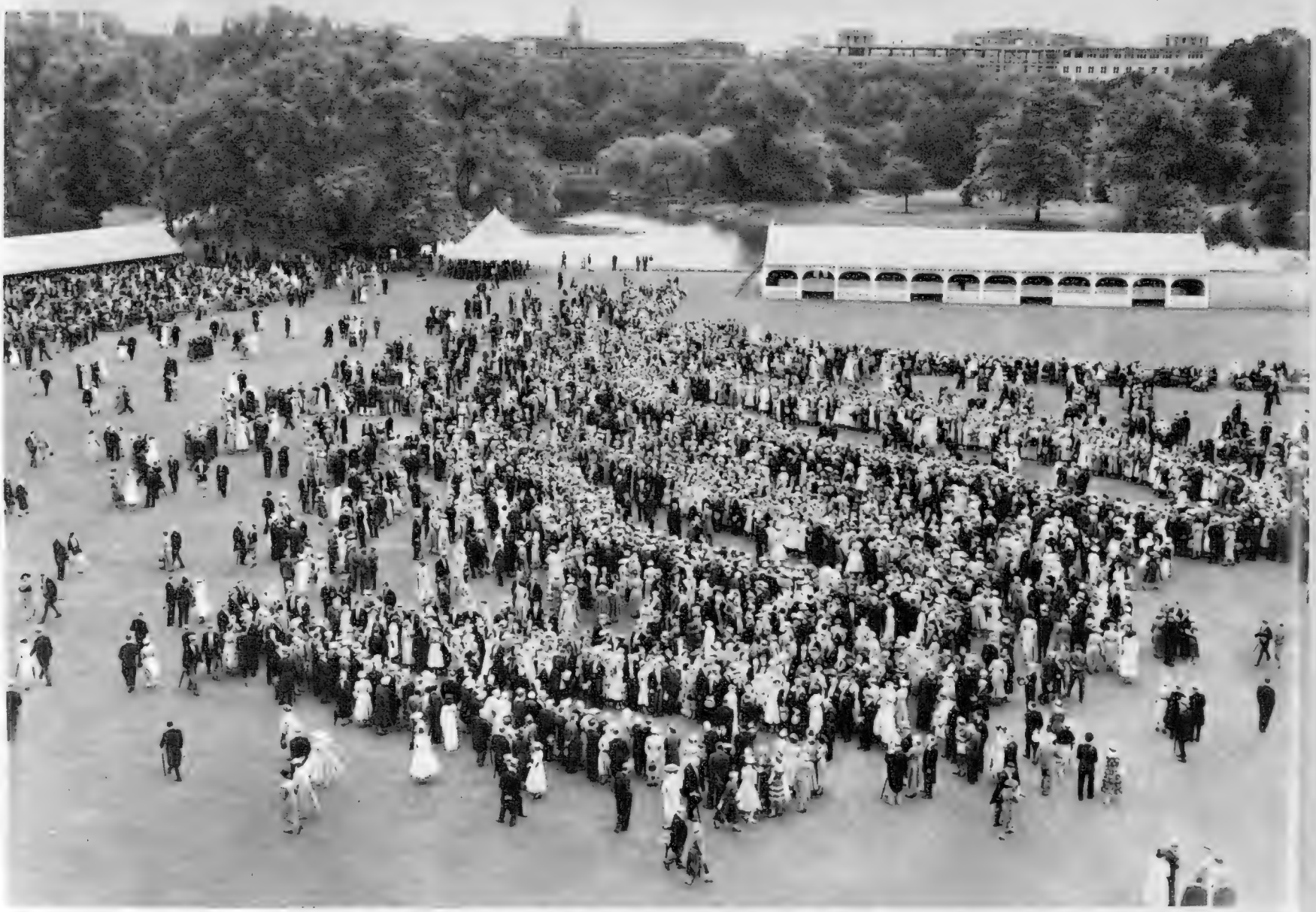
Picturesque Occasions in Italy, the Netherlands and on the Rhine

THE MOST COLOURFUL HORSE-RACE IN ITALY: The horsemen, riding bareback on their mounts, take a corner in the race round the Piazza del Campo, in Siena, during the town's Palio. A wall of mattresses has been erected on the far side to protect the spectators and property. The Palio is held twice during the summer. Siena lies about thirty miles south of Florence.

The colourful Palio of Siena, which takes place twice during the summer months, is held in honour of two feast days of the Blessed Virgin Mary. It is a horse-race, which has its origins in the medieval celebrations which were held in Siena as long ago as 1482, and each of the seventeen parishes of the city enters a horse for the prize, "Il Palio," an old tapestry depicting the likeness of the Madonna. Each horse is accompanied by a team (mostly named after animals) consisting of a captain, flag-bearer, swordsman and jockey. All are dressed in medieval costume. Before the race there are parades through the city with the bannermen tossing their flags high into the air. Then, after the horses have been blessed in front of the cathedral, comes the race itself in which the participants ride three times round the main square. The jockeys are allowed, or rather expected, to do everything they can to impede the other horses and jockeys by bumping and boring, and even by using their whips. And in addition, it is not necessary for the winning horse to be mounted at the finish. The recent race was watched by about 70,000 people and won by the horse from the team of the contrada, or parish, of the "snail."

CELEBRATING THE 600TH ANNIVERSARY OF THE GRANTING OF ITS CHARTER AS A TOWN TO HOORN, IN THE NORTH OF HOLLAND: The town was once a flourishing seaport in a bay of the Zuider Zee. With the development of larger ships it lost much of its importance but now, like other Zuider Zee towns, the reclamation of land and the growth of industries are giving it new life. The celebrations began with the marching in of Stadtholder William V who first gave the charter to the town. In the picture *on the right*, he is seen handing over the key. During the week, a wedding took place with the bride and groom dressed in the costumes of 600 years ago. Hoorn gives its name to Cape Horn, which was first rounded by William Schouten, a native of the town.

"WILLIAM TELL" PERFORMED AT THE LORELEI FESTIVAL: Above the famous rock on the Rhine, a series of plays is being produced for this year's festival by Karl Sibold. One is Schiller's *William Tell*. In the picture *above*, the scene of the oath at Rütli is being rehearsed. According to the Swiss tradition, it was Tell who rescued his district from the tyranny of Austria early in the fourteenth century. The famous incident of shooting the apple off his son's head is supposed to have taken place in 1307 after an oath had been sworn on the Rütli meadow to expel the Austrian oppressors.



THE FIRST OF THE SEASON'S ROYAL GARDEN PARTIES ON THE LAWNS OF BUCKINGHAM PALACE: A general view of the scene as the Queen, Prince Philip and other members of the Royal Family separated to meet the guests. Between 7,000 and 8,000 invitations had been issued.

ON THE PALACE LAWNS

Thousands of Guests Attend the First of the Season's Royal Garden Parties at Buckingham Palace

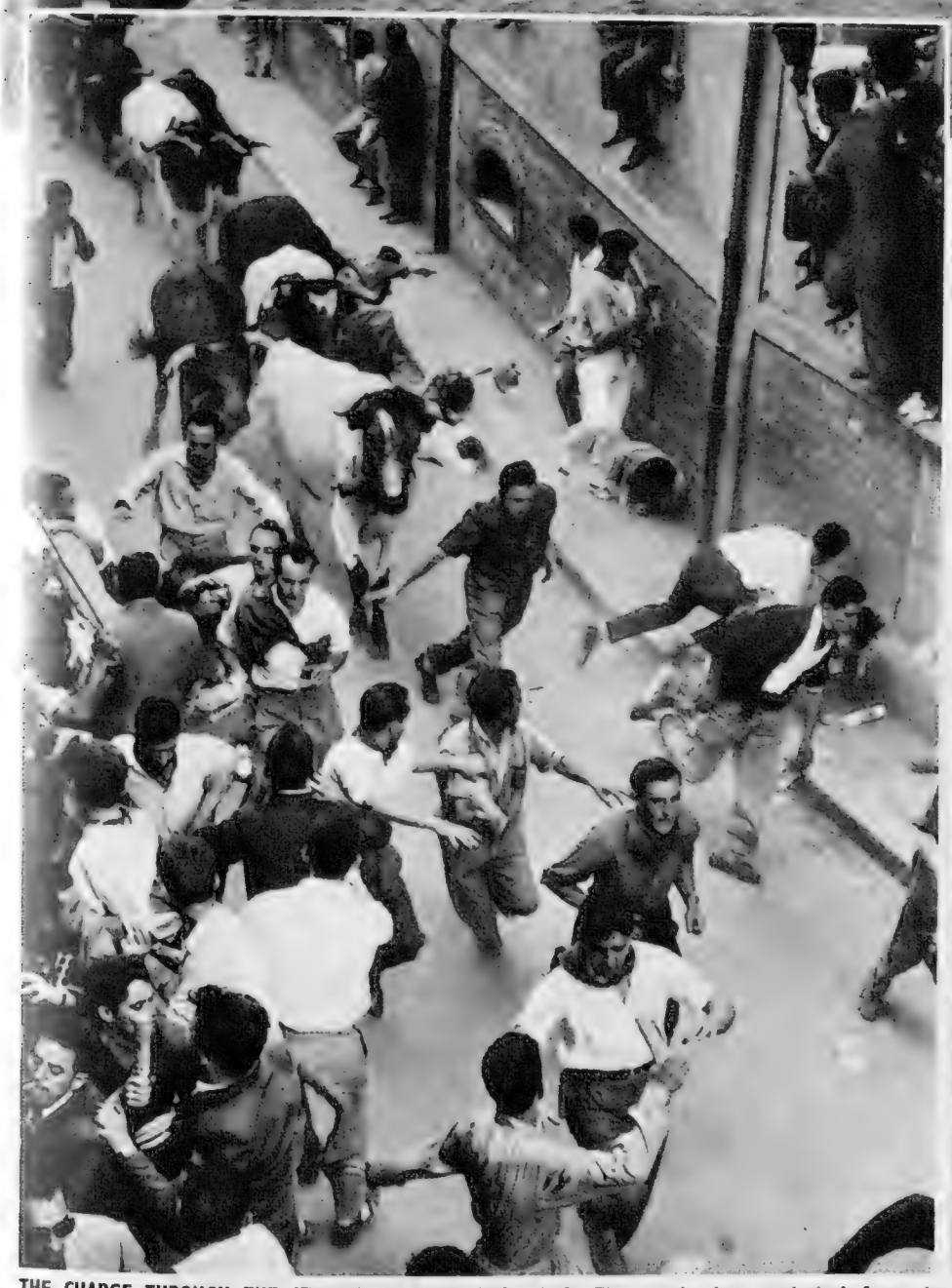
The first of the season's Royal garden parties at Buckingham Palace followed a Presentation Party for overseas débutantes. As well as the Queen and Prince Philip, the other members of the Royal Family at the garden party included Queen Elizabeth the Queen Mother (who had just returned from her visit to Africa), Princess Margaret and the Earl and Countess of Harewood. Among the distinguished guests were Dr. E. G. Jansen (the Governor-General of South Africa), who, with Mrs. Jansen, had been invited to luncheon with the Queen and the Prince; Mr. Vincent Massey, (Governor-General of Canada) and Mr. Harold Stassen (the U.S. delegate at the London disarmament talks). When the members of the Royal Family went out on to the lawns they followed their usual custom by separating in order to meet as many guests as possible. In the evening the Queen and Prince Philip gave a private dance on the occasion of the return of the Queen Mother to London.

OUTSIDE THE PALACE AND ON THE LAWNS: Seen as they arrived for the party are (*left*) Chief Fundikira of Tanganyika, and his wife; and (centre) Mrs. Cooray and her daughter Mallika from Ceylon. *Right*—The Queen stops to speak to the guests during her tour of the lawns. During the garden party music was played by the bands of the Welsh Guards and the Royal Military School of Music. At the presentation party the music was provided by the string band of the Royal Engineers.

THE AMATEUR BULL-FIGHTERS OF PAMPLONA: Young men of the Spanish city take part in the traditional celebrations of the Fiesta of San Fermin. They have surrounded one of the bulls which have been turned loose before the bull-fights in the ring, and are demonstrating their own skill and courage. The Fiesta of San Fermin continues for a week and differs from other fiestas in that bulls which are destined for the ring are not taken to their destination in the usual boxes, but are turned loose through the streets of the city. They are preceded by the youths who, when they are overtaken by the bulls, have an opportunity to display their own powers as bull-fighters. This mad fight, which precedes the thrills of the ring, is watched by other people from the balconies. It also attracts many visitors to the city. Although there are injuries, it is rare that anyone is killed during the rush, but this year one man was seriously gored and more than fifty others were bruised and battered.

ANNUAL FESTIVITIES IN PAMPLONA

Traditional Bull-fights During the Fiesta of San Fermin in the Spanish City



THE CHARGE THROUGH THE STREETS OF PAMPLONA: *Left*—The youths leap and dash from the path of the charging bulls. Some of the young men have already fallen; others have climbed the walls. *Right*—The bulls push their way past the youths at the narrow entrance to the bull-ring. After the rush through the streets, with the youths displaying their own skill, come the professional bull-fights in the ring. Pamplona is situated about 16 miles from the French frontier.

ON THE SEASIDE PIER

The Pleasure Pier is English and Unique. It is Heavily Patronised and has seen Little Change Over the Years

By BRIAN VESEY-FITZGERALD

THE English, you know, invented the seaside holiday. The odd thing is that we did not do so until the eighteenth century, which really was very late in our history when you remember that we are supposed to be a seafaring race. However, once a Yorkshire businessman had shown that there was more than fish to be got out of the sea, the idea (after a rather slow start) caught on quickly.

I believe that Weymouth is popularly credited with being the birthplace of sea-bathing. That certainly was not so. The Yorkshireman, whose genius was to spread happiness all round the world, put his idea into practice at Scarborough. This, at any rate, was the first place to install bathing-huts; wooden boxes, which were drawn into the water (but not very far in) by horses. There is a print of Scarborough in 1736 showing these bathing-huts. They had gay red and white stripes. Blackpool, which most people regard as a very modern town, was very early in the field, and was advertising itself as a seaside resort and amusement centre as early as 1746. Blackpool, moreover, has the distinction of being the first place to fix modesty hoods to bathing-huts. By way of contrast, there is a painting by J. Green of sea-bathing at Scarborough in 1813, which shows that it was then the custom for women at that resort to bathe naked. In Green's picture there are a number of fashionably dressed men on the beach: they are all quite remarkably disinterested.

When Royalty took to patronising the seaside—at Brighton and Weymouth particularly—the seaside holiday and sea-bathing became ultra-fashionable. Resorts sprang up all over the place—you can date the decline of the Spa from the rise of the resort; indeed, Scarborough was a spa—and the money poured in. Now, we have got the full commercialisation of the coast: the promenades and the esplanades, the big-dippers and the dodgems, the bandstands and the boating-lakes, the dance-halls and the swimming-baths (why bother to walk down to the sea ?), the ice-cream parlours and the piers. Especially the piers. The seaside holiday habit has spread all over Europe and most of America and everywhere the trappings are very much the same as they are here, except for one thing—the pier. The pleasure pier is English and unique.

The first pleasure pier in Britain was built at Brighton in 1823. It was a chain pier, and not a very big one, and it was said to have the same delightful motion as a boat on the sea. All the thrills without the trepidation. The old chain pier disappeared in a few minutes on a December night in 1896 in one of the most savage storms ever known on the South Coast. People were quite upset about it at the time. The demolition people were particularly upset, for the storm did them out of a job. The chain pier had, in fact, been a dead loss for years. The holidaymaking representatives of the seafaring race had not appreciated the motion. Piers in future—and piers were to be built all around our coasts—were good solid structures. The citizens, the spirit of adventure vigorous in their hearts, could walk out to sea, look down on the billows—and feel quite certain that they were not going to be seasick.

SUSSEX BY THE SEA IN 1825: Looking beyond the promenade at Brighton is the old chain pier, Britain's first pleasure pier. It was built in 1823 and destroyed in a few minutes on a December night in 1896 in one of the most savage storms ever known on the South Coast. The modern Brighton has two piers—the West and Palace Piers

So now we have got piers of every conceivable size, long ones and short ones—Southend has the longest, more than 2,300 yards—but all of them very solidly built on forests of iron pillars and girders. We have got piers with railways running down them, and piers with real pubs on them. But mostly, except for the few railways and the few pubs, our piers run pretty much to a pattern. They have cafés and theatres and dance-halls, shooting-ranges and sideshows, deckchairs galore and slot-machines galore. And, wherever you go, wherever there is a pier, you will find it heavily patronised. There can be no doubt about it, we British love piers. We flock to them. And what do we do when we get on to them? Well, mostly we grab a deckchair and go to sleep. We could do that equally well on the prom, and save fourpence or sixpence. But, of course, we are a seafaring race, and the air is better on the pier, out at sea.

THE LONGEST PIER IN THE WORLD: The aerial view shows the pierhead of the 2,300-yard-long pier at Southend-on-Sea, in Essex. Just behind the pierhead (on the right) is the lifeboat station. The pier is a great attraction to Southend's visitors and this picture shows some of them sitting in deckchairs on the sun deck. In the autumn, at the time of the illuminations, the pier is a blaze of light. The first section of the pier was opened in 1830.

So heavily patronised are piers that it is difficult to believe that they do not pay. But that, broadly speaking, seems to be the fact. The heyday of the pleasure pier was about a hundred years ago. Then they were very profitable enterprises, and all of them were privately owned. In the past fifty years town after town has had to buy its pier to keep it going—there are hardly any privately-owned piers now—and I should doubt if there are half a dozen in the country that show a reasonable profit, for they are very expensive things to maintain. That is one reason why some of those that were broken down in the war have been left with a big gap in the middle: a memorial, and a very ugly one, to the folly of man.

But, fortunately, there are still many piers standing. I adore piers. I have, ever since I was a boy. At the end of the pier I knew best as a boy there was a large building called the Pavilion. They used to have a circus in the Pavilion at Christmas, and every Saturday night throughout the year, except for the three weeks of the circus, there was a dance. You only paid twopence to go on to the pier in those days and a shilling for the dance. At the shore end of the pier there was a theatre. It had a concert party through the summer and a pantomime at Christmas. For the rest of the winter it was used for all sorts of local shows: amateur choral society, amateur dramatics, and so forth. Halfway up the pier there was a circular space, shielded from the winds by glass panes, and in this a military band played every day in the summer. There was a roofed-in bandstand in the middle, but the rest was open to the sky, so they did not get much of an audience on wet days.

At the very end of the pier, beyond the Pavilion, there was an iron grid landing-stage. The paddle-steamers came here in the summer, and here every day, summer and winter, there would be men and boys fishing. I have spent many days fishing here (pier fishing is an art, you know, even though it always looks as if nothing is happening and half the rods always seem to be unattended) and hours and hours watching the man in handcuffs and chains, or the woman in flames, go diving off the end. And once, I remember, there was a man in a sack, and he was drowned. It would not surprise me to learn that the pier had record takings that week.

And all up the length of the pier, on both sides of the glass partition that ran down the middle, there were slot-machines. Slot-machines of every conceivable kind: weighing machines and games—football and horseracing and getting small silvery balls into holes—and " try-your-strength " machines and punchballs, machines that stamped out your name on little bits of tinfoil, machines that told your fortune (some of the weighing machines did that for you as well), and machines with most intriguing titles—" A Night in Paris," " What the Butler Saw," and so on—machines which you peered into through little funnels. Fortunes I've spent on them.

Well now. I have just been on to that pier again, that very pier of my childhood. It did not have a gap blown in the middle of it, though I cannot think why: it seems just as suitable and just as accessible as the piers that did. And, do you know, it is pretty much the same as it was all those years ago. Things may change in London and New York and go-ahead places like that. They do not change at Little Sunshine-by-Sea. True, the toffee apples have largely given place to candy floss and iced lollies: but there is a concert party in the theatre, a military band in the middle, and a Saturday night dance at the end. And if rock-and-roll has displaced the polka, I was unable to detect any difference in what goes on outside in the intervals. Moreover, there is a man in handcuffs and chains diving off the end; there are men and boys fishing from the landing-stage; there are men and women sleeping in deckchairs all the way up.

Yes, and there are small boys and old men peering into the slot-machines. I did so, too. I have to report that what the butler saw in 1910 he sees to-day: that unfortunate parlourmaid is in the same predicament.

THE SPECTACULAR SETTING OF A NEW FUNICULAR RAILWAY : A cable car on the new railway makes its way from Italy to France. Travellers have first-class views of such scenery as this throughout the 55-minute journey. The cars, swaying gently, never drop below a height of 9,000 ft. on their passage from the peak of the Gigante (Aiguille du Géant) to the Aiguille du Midi. As they pass across a shoulder of Mont Blanc, the highest peak in Europe, they reach a height of over 12,000 ft.

SAFELY IN TO THE PEAK OF GIGANTE : An official at the Italian end of the new funicular watches a car arrive after its 55-minute crossing from the French side.

LINKING FRANCE AND ITALY

A New Funicular Railway Crosses Mont Blanc and Links the Aiguille du Géant with the Aiguille du Midi

Official tests have recently been made on the spectacular new funicular which links the peak of the Midi, in France, with that of Gigante, in Italy. The construction, under the direction of Lora Totino, has been a considerable feat of Alpine engineering, and the workmen on it have necessarily been mountaineers as well as engineers. There has been some criticism by climbers that the railway spoils the natural beauty of Mont Blanc over a ridge of which it passes en route between France and Italy. But for the ordinary tourist it gives a remarkable opportunity to see Alpine scenery in comfort and without effort.

A return ticket can be taken from Courmayeur to Chamonix costing a little under £4, part of the journey being made on the new funicular. From Midi to Gigante takes fifty-five minutes. Each car will take four passengers and there are eighteen cars with a little over 100 yards of cable-way between them. Thus 240 people can make the crossing in an hour. At the French end, connection can be made with the Savoy teleferic and, at the Italian end, with the Val d'Aosta. The Midi-Gigante funicular has cost about £300,000.

A STATION ON A MOUNTAIN : The termini at each end of the railway link with two older funiculars, one in the Val d'Aosta, the other in French Savoy. It is now possible to travel from Courmayeur to Chamonix, using the new railway.

There is considerable activity at the moment in the Mont Blanc region. Earlier this year, the French National Assembly ratified a scheme to bore a road tunnel under the mountain from Entrèves, in Italy, to Pèlerins, near Chamonix, in France. This great project was estimated in 1953 to cost £9,000,000, of which France would contribute about £5,000,000 ; Italy £3,300,000 and the canton of Geneva £700,000. The tunnel would be 7½ miles long and carry a 23-ft.-wide road bordered by pavements 2½ ft. wide. Every 50 yards there will be lay-by recesses to allow vehicles to pull off the road and there will be garages alternately on the right and left-hand sides of the road every 550 yards. It is hoped to be in service by 1960. The opening of this tunnel will mark a big change in Continental road traffic and considerably influence road construction. At present there is no permanent road passage through or over some 370 miles of Alps between Austria and the Mediterranean for as much as six months every year. However, there will be many who will use the new road facilities to take them to the funicular stations, from where they can make their aerial journeys over mountains which once were only visible at close range to the hardened climber. The Midi-Gigante funicular will only be in action in spring and summer as, in winter, ice might form on the cable.

NEW BUILDINGS IN THE CAPITAL CITY OF THE BELGIAN CONGO: Leopoldville is situated on the south-west extremity of Stanley Pool. It is the terminus of the oil pipeline from Matadi, and is linked by air with Brussels. Modern sky-scrapers now dominate the commercial and industrial districts, which began as a small village of twenty-three huts.

DEVELOPMENT IN THE BELGIAN CONGO

Modern Buildings and Roads in Belgium's Prosperous Colony

Some of the remarkable developments in the Belgian Congo are illustrated on these pages. The Belgian colonial empire comprises the Congo and the adjacent trust territories of Ruanda and Urundi, which are administered with it. The total area is 925,907 square miles. In August 1956, the biggest hydro-electric power station in central Africa was inaugurated near Zilu, on the upper Lualaba River, and a new section of railway was opened between Kabalo and the military base at Kamina, in the Katanga province. This connects the Katanga mining region with Dar es Salaam, in Tanganyika, where new port installations have been made. (The 1921 Anglo-Belgian Agreement allows the Belgian Congo freedom of transit.) At Matadi, the main Atlantic port of the Belgian Congo, new quays can now accommodate ocean-going vessels of 10,000 tons and the barque port has also been enlarged. Exports are mainly copper, zinc, cobalt, gold and silver, diamonds, manganese and uranium ore, palm oil and kernels, gum copal, cotton, coffee and uranium.

The Belgian Congo is one of the wealthiest territories in the world, producing 50 per cent. of the world's supply of uranium, 80 per cent. of the world's cobalt, 80 per cent. of industrial diamonds, 10 per cent. of copper, and 10 per cent. of the world's tin. It also produces sizeable quantities of cadmium, tantalum colombite and tungsten. The power potential of the great River Congo is enormous. In 1950 the Belgian Government launched an ambitious ten-year plan of public works for the Congo, embracing transportation, electric power, native housing and education, public health and agriculture. The estimated cost is well over £300,000,000. Exports now amount to approximately £140,000,000, which are balanced by imports. Chief export is copper at about £70,000,000. The great hydro-electric power developments have recently been augmented by power stations at Tshope, near Stanleyville, which will deliver 18,600 kW, and at Zongo (42,000 kW). New roads are being built, there is a new airport at Leopoldville with the longest runway in the world, railways are being modernised and port facilities developed. The Belgian Congo has always been prosperous; it is entering a new and greater phase with greater and more scientific exploitation of its natural wealth.

THE BEAUTIFULLY-SITUATED CITY OF BUKAVU, ON THE SHORE OF LAKE KIVU: Because of its moderate climate, the chief town of Kivu Province has been called the Simla of the Belgian Congo. However, it is a rapidly developing city and the commercial and industrial centre for cinchona bark, which contains quinine. Population of Bukavu is about 35,000.

STANLEYVILLE, CAPITAL OF THE EASTERN PROV persuaded to explore the Congo by Leopold important transit junction with a populati

THE BIGGEST OCEAN-GOING HARBOUR IN CENTRAL AFRICA: The centre of Matadi, with the Yolo heights behind it, where a new residential quarter is being built. The mile-long waterfront has newly-enlarged quays which can accommodate vessels up to 10,000 tons. Matadi has a population of over 130,000 natives and 12,000 whites.

: It was named after Sir Henry Stanley, who was
lt is a thriving commercial and industrial centre and an
of over 65,000. Stanleyville is cut by the River Congo.

A NEW TURNPIKE ROAD AT LULUABOURG, IN THE KASAI PROVINCE: Luluabourg began as a base for hunting the Arab slave traders; now it is a rich and growing centre for the diamond industry. Kasai Province is the largest producer of industrial diamonds in the world and is now responsible for over 75 per cent. of the world's supply.

BRITAIN'S FASTEST PLANE

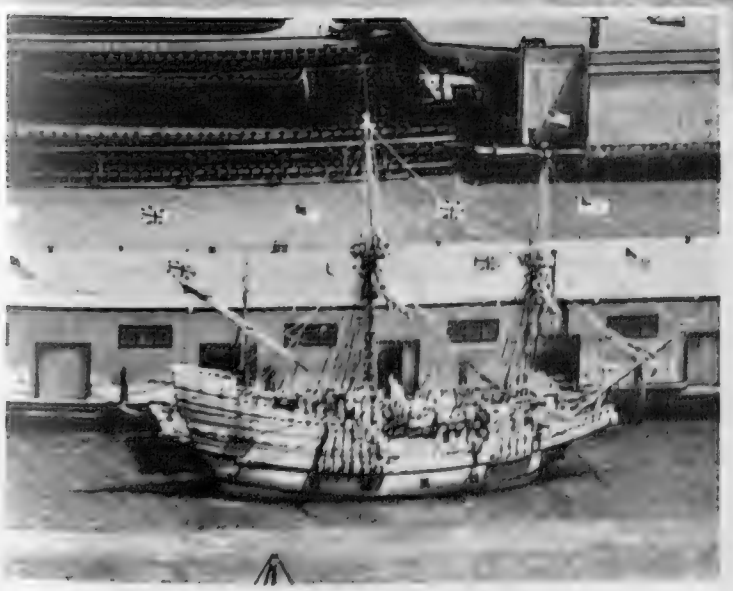
The English Electric Supersonic Fighter P.1 Flies Faster Than 1,132 m.p.h.

A NEW RECORD FOR A BRITISH PLANE: A mechanic works on the tail of a prototype of the P.1, the English Electric single-seat fully-supersonic interceptor fighter, which recently flew at speeds in excess of the existing world speed record of 1,132 m.p.h. For security reasons it is unable to state the precise speed reached by the P.1. But it was faster than the previous record, which was held by another British aircraft, the Fairey F.D.2. At the time of the P.1's achievement the pilot, Mr. R. P. Beamont, was not attempting to establish a new record. The aircraft was still accelerating when he throttled back. The actual aircraft flown by Mr. Beamont was a P.1A, the first prototype of which made its maiden flight in 1954. It is powered by Armstrong Siddeley Sapphire turbojets. The later version, P.1B, has been designed from the outset as a complete "weapon system." This means that the extensive armament, radar and radio aids are integral parts of the aircraft and have not been treated as extra items to be added in stages. Armament includes both 30-mm. cannon and guided missiles ; power is provided by two Rolls-Royce Avon turbojets fitted with re-heat.

THE PROTOTYPE P.1A DAY AND NIGHT ALL-WEATHER INTERCEPTOR AIRCRAFT : It is at the Company's aerodrome at Warton, in Lancashire. The P.1A has swept-back wings with the tail plane placed low down in relation to the fin. This is to avoid the pitch-up movement which occurs in aircraft designed for high speeds when they are flying supersonically and transonically if the tail plane is high on the fin.

THE PILOT OF THE RECORD-BREAKING P.1 : Mr. R. P. Beamont is the Chief Test Pilot of the English Electric Company. The previous world and official record was established by Mr. Peter Twiss.

STREAKING ACROSS THE SKY: The picture *above* shows the plane in full flight, and, on *the left*, coming in to land, with the aid of the parachute-breaking device, at the English Electric aerodrome at Warton. The later version, the P.1B, has been ordered by the R.A.F. and is being made at the Company's works at Preston. It will probably be the last manned R.A.F. fighter.



BARELY DISCERNIBLE IN A DOCK BUILT TO ACCOMMODATE A LINER, THE "MAYFLOWER II" LIES IN NEW YORK HARBOUR: *Dwarfed even by the sheds behind her, the little replica of the Pilgrim Fathers' ship rests at her berth at West Forty-first Street after her long transatlantic voyage. Inset on left is an enlargement from the picture above. Lying at the piers in the background are the United States; the Olympia; the Liberté; the Mauretania; and the Britannic.* Ever since the *Mayflower II* sailed into New York harbour at the beginning of this month, she and her captain, Commander Alan Villiers, have been popular features of the New York scene. Commander Villiers has been on an American television quiz programme, answering questions in the "Seven Seas" category, while his ship is on show to the public throughout the summer. The first glimpse New Yorkers had of the tiny vessel was on July 1 when she approached under full sail. She was given a great welcome and was surrounded by craft of all kinds, with fireboats shooting streams of water into the air and two helicopters flying close by. Unfortunately, the *Mayflower's* triumphant entry was marred by her losing the wind and having to be towed in by a tug to her berth at the Hudson River Day Line's pier No. 81 at West Forty-first Street.

THE MAYFLOWER AMONG THE GIANTS

She Lies at a Berth big Enough for an Atlantic Liner in New York Harbour

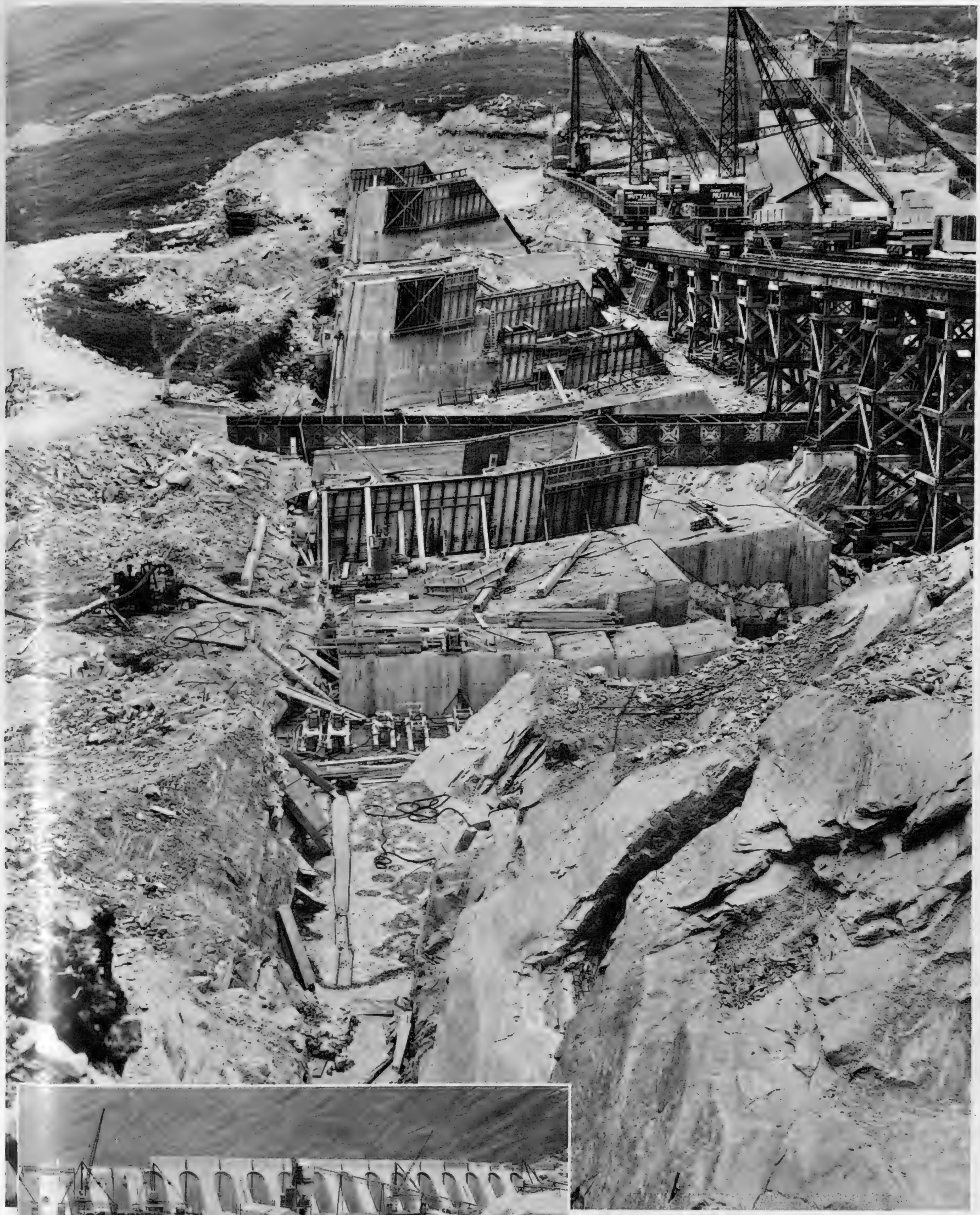
A NEW POWER STATION IN PERTHSHIRE Lochay power station, near Killin, will have a capacity of 47,000 kilowatts and an annual output of 160,000,000 units of electricity. It is being built by the North of Scotland Hydro-Electric Board as part of their Breadalbane scheme. The water will come to Lochay from the reservoir at Stronuich by way of a 4½-mile-long tunnel and a steel pipeline 1,760 ft. long. The Breadalbane district of Perthshire lies between Loch Earn, Loch Tay and Glen Lyon. In the Killin section there are three dams and three generating stations.

THE COMPLETION OF THE LAST OF THE THREE MAIN DAMS IN THE HYDRO-ELECTRIC BOARD'S TUMMEL-GARRY SCHEME : The Errochty Dam, in Perthshire, is to come into operation to-day (Saturday) at a ceremony to be attended by the Secretary of State for Scotland. The Errochty Reservoir will divert water from the River Garry and its tributaries to Loch Tummel.

POWER FOR SCOTLAND

Further Progress in the Development Schemes of the North of Scotland Hydro-Electric Board

Since the war the North of Scotland Hydro-Electric Board have gone ahead with their schemes to transform the Scottish Highlands into one of the most potent sources of electric power in the world. To-day (Saturday) marks yet a further stage in their progress. At Errochty, the last of the three main dams of the Tummel-Garry Scheme is due to be officially opened by the Secretary of State for Scotland. This new dam, which forms a 3½-mile-long loch, is a diamond-headed buttress structure, 1,310 ft. long and 127 ft. high across the River Errochty. The loch will have a top water level of 1,080 ft. above sea-level, and be fed from the River Garry and its upper tributaries by a 12-mile-long system of tunnels. From Loch Errochty a 6-mile-long tunnel carries the water direct to the power station near Dalcroy on the shore of Loch Tummel. The stone excavated from the tunnel has been used in the facing of the power station building.



TWO NEW DAMS FOR THE BREADALBANE SCHEME: Giorra Dam, which forms part of the Killin section, will be 1,540 ft. long and 110 ft. high. The reservoir impounded by the dam will enlarge and unite Loch Daimh and Loch Giorra, the two lochs which lie about 460 ft. above Glen Lyon. The water will be taken by tunnel to a power station at Cashlie which will have a capacity of 11,000 kilowatts. *On left*—The largest of the three dams in the section is at Lubreoch, in Glen Lyon. It is a buttress-type dam 1,740 ft. long and 130 ft. high, and will enlarge Loch Lyon and raise its water level by 73 ft. Just downstream is the Lubreoch generating station, the 3,000-kilowatt turbine of which will discharge water three miles down the River Lyon to a second dam at Stronuich. The Lubreoch dam is expected to be completed in a few months' time. Altogether, in the Breadalbane district of Perthshire, the North of Scotland Hydro-Electric Board are working on a scheme which will have eight power stations with a total capacity of 126,000 kilowatts and an average annual output of about 390,000,000 units of electricity.

LIFE WITH THE "TRAVELLING PEOPLE"

The Pleasures and the Problems of the Romany Way of Life

By DOMINIC REEVE

(whose new book *Smoke in the Lanes* will be published this Autumn)

" We 'm like the sheep in the fields, like the flowers in the garden, Policeman, we ain'ta got no names . . ."—Romani answer to constable.

I AM by birth a part-Romani. My wife, however, is not—and it is she, therefore, as a Gauji (non-Romani) who had to make the most sacrifices when we began living and travelling in horse-drawn wagons. Few indeed are the women, or men either for that matter, who could adapt themselves to fit happily into a life so entirely alien to all that had been instilled into them from earliest childhood: a completely communal life, in which privacy is almost unknown. In fact, I may truthfully state that I have never met any other true Gaujes who have settled permanently into the life of the wagon-dwelling people—though I have met vast numbers of Romanies who have adopted house-dwelling lives!

A wagon-dwelling family moves on

To live as—and often with—the " travelling people," as most Romanies or diddikais (part-Romanies) nowadays prefer to be called, requires a complete readjustment of mental outlook. It must be accepted that for every Gaujo who likes or tolerates travelling people there are twenty who do not; and once seen with a horse-drawn van one is stigmatised in the beholder's eye immediately: viewed with a mixture of superiority, suspicion, distaste, fear, and only occasionally with liking or sympathy. Little indignities may be noticed and expected in everyday life. Among the most unpleasant and deplorable of the latter is the refusal by many landlords of public houses to serve travelling people on their premises. This matter affecting " gypsies " (a term which all Romanies regard as being derogatory in implication) or, rather mystifying, " your sort of people " in public-houses does seem to me to be both undemocratic and thoroughly out of key with all the boasts of the English " pub. " For although I freely admit that travelling people quite often tend to carry their drinking activities to excess, and indeed much enjoy a free-for-all within public-houses' precincts, I do feel that some limitation could be imposed at the landlord's discretion upon anyone who would appear to be pugnaciously inclined: it would be more gentlemanly than a complete refusal of service based upon the assumption that " one is as bad as the next."

Apart from the great difficulty of acquiring really sound, strong, *traffic-proof* half-way horses and cobs to pull the wagons to-day there are also the added problems of finding enough places to stop, for local councils and other " efficiency " bodies seem to be gradually combining in an attempt to drive wagon-dwellers from the roads; indeed many old stopping-places, used for generations, are being fenced-in or ploughed over with a few furrows so that wagons cannot pull-in on the bumpy surface, while the police appear to be far more strict and speedy in their " moving on " tactics. Even beside those difficulties there are the worries of finding routes which do not include precipitous hills with slippery surfaces upon which the horses are unable to maintain their foothold. The latter is mainly the cause of so many Romanies, ourselves included, giving up the large picturesque all-wooden " gypsy caravans " of many an artist's fanciful picture depicting the romance of life on the open road. Those delightfully rococo vans are, alas! far too heavy for most horses to manage on the glassy, well-used roads of to-day—with the exception of travellers whose paths are almost entirely without inclines and descents. It is a harrowing experience to have a horse slip down on its knees when descending some steep descent, with the full weight of an enormous van towering and looming almost on top of one. And so it is that most travelling people have abandoned them in favour of the uglier canvas-topped wagons that make up in lightness and mobility what they lack in beauty.

COOKING IN THE OPEN : The author prepares a fried meal—the quickest. All food is cooked outside, the fire providing welcome warmth in winter.

TRAVELLING COMPANIONS : The light wicker baskets and boxes have been made to house pet birds and bantams. Here they are seen outside a small " ledge " wagon.

WINTER FLOODS : The travelling people are always on the move, but routes sometimes become impassable and add to their day-to-day difficulties.

THE EARLY-MORNING FIRE : The author boils his kettle for the breakfast tea. In cold or wet weather a canvas shield is erected for protection during meals.

As is the case with most travelling people, I gain a living from a variety of occupations such as: hazel basket-making, peg-making, the fashioning of both paper and elder-wood flowers, scrap-iron and rag-collecting. Scrap-iron is undoubtedly the most remunerative with the unromantic " rag-ging " coming easily second. Indeed, most Romanies who have settled down on their own property and who own lorries devote their time almost exclusively to the latter two occupations—perhaps taking a " holiday " for a month or so during the summer in which time they engage upon piece-work hoeing with their families.

Wagon-dwellers also do a certain amount of such work and we sometimes go fruit-picking in the summer and hopping in the autumn. Added to those tasks we are perhaps fortunate in possessing a small amount of talent in the application of paint; and so it is that we engage upon a singularly varied number of commissions in that field ranging from the painting, decorating and " lining-out " of other travelling people's wagons and fairground show vehicles to, in my wife's case, the creation of highly imaginative and finely-executed illustrations for books which are, by their æsthetic nature, far removed from the chaos and squalor which all too often makes up our own surroundings—particularly when stopping with certain other travellers to whom, by and large, method or tidiness could hardly be ascribed. This last factor is not mentioned by reason of any small-minded desire for orderliness and rules on the part of this writer, but merely because the lack of these things does make the life of the majority of travelling people so much harder than it might be if a little forethought were to be exercised. The reaction and proof is reflected in the speed with which the more hap-hazard travellers are moved-on to-day: in fact, this is cruelly overdone to such an extent that if a family is allowed even a couple of days and nights on a roadside or in a lane the members consider themselves very fortunate indeed. By that statement alone the average Gaujo may measure the feeling of insecurity and lack of peace which eats into the being of every Romani from his earliest years. Fortunately for themselves, the children mature and harden very early in life and are taught to take the insults and antagonism of many Gaujes towards them as part of their lot. For though most Romanies would, by inheritance, hesitate to " bide in one place " indefinitely there is, nevertheless, a great difference between roaming by inclination and being forced to pack up all one's belongings and move on at the command of the police—sometimes twice and more in one day!

Like all other wagon-dwellers, we do, in fact, live almost entirely in the open air, using the wagon only to sleep in. We cook all meals outside on the ground by means of a wood fire and consume them within its warmth in all seasons and in all weathers. Though sometimes during the coldest spells of winter, I must admit, we do erect a shield, or " lue," of canvas to protect us somewhat from the iciest of winter winds and rains. During the summer months, however, we do not bother with such niceties and precautions unless we are situated under the direct gaze of some house or cottage, as even if one becomes soaked to the skin it never seems so unpleasant as in the cold of winter.

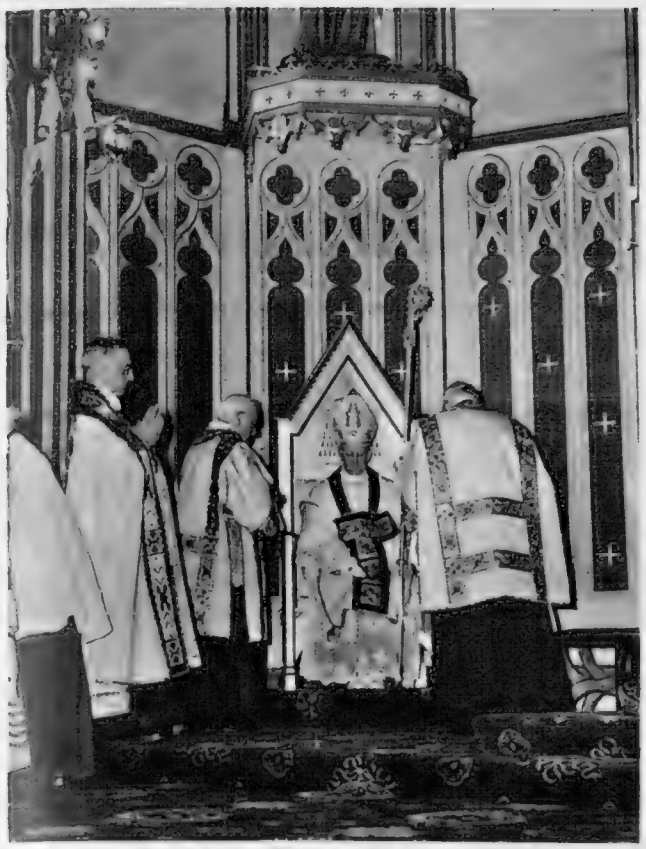
Our world and that of other travelling people is quite separate from the rest of the inhabitants of these islands, and within it little can occur without its being circulated from traveller to traveller with astounding rapidity: little snippets of information, quite meaningless and of no account to Gaujes, all passed from mouth to mouth because of almost universal illiteracy.

Births, and, more especially, deaths, family upheavals, changes of wagons, details of horses, closing of stopping-places, in fact all important matters pertaining to our lives, are closely studied and followed and discussed. That is, indeed, Education.

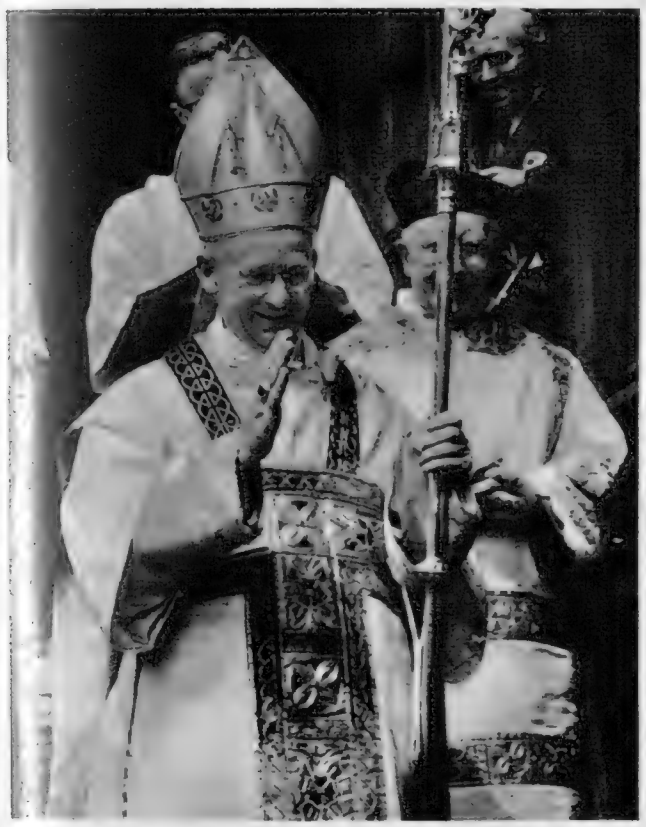
The baskets are made from : hazel, rushes and straw, the latter being bound with bramble. These pleasant crafts have been handed down from generation to generation, unchanging as the travellers' way of life

ENTHRONEMENT AT LIVERPOOL

Dr. Heenan is Enthroned as the new Roman Catholic Archbishop in the Pro-Cathedral



THE NEW ARCHBISHOP IS ENTHRONED : Dr. Heenan is installed in Liverpool in succession to Dr. William Godfrey, who is now Archbishop of Westminster. He was enthroned by the Apostolic Delegate to Great Britain, Dr. G. P. O'Hara.



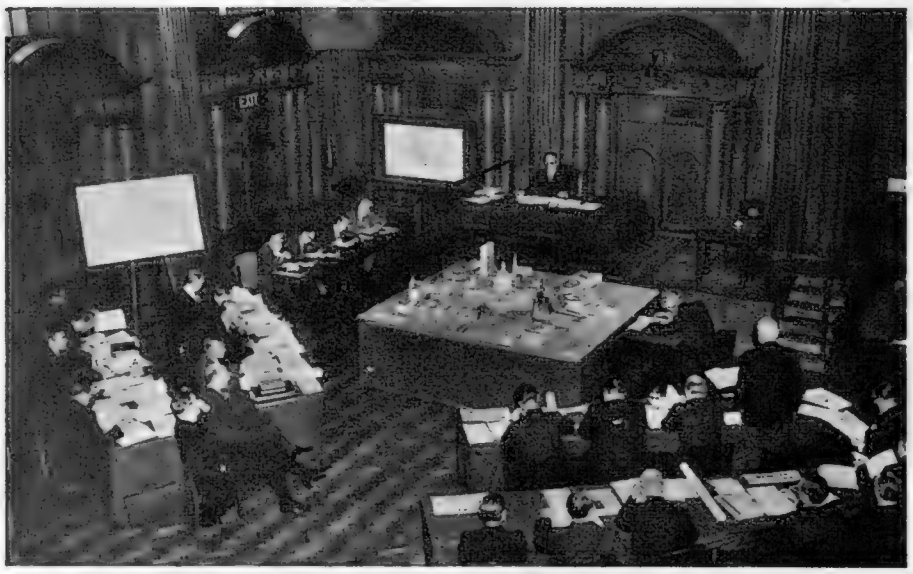
THE ENTHRONEMENT OF DR. JOHN CARMEL HEENAN IN THE PRO-CATHEDRAL OF ST. NICHOLAS, LIVERPOOL : A general view of the scene looking towards the High Altar during the High Mass which was celebrated by the new Archbishop. On the left, beneath the figure of the Virgin and Child, is the throne. *On left*—The Archbishop, pastoral staff in hand, blesses the people outside the Pro-Cathedral.

The enthronement of Dr. J. C. Heenan as the fifth Roman Catholic Archbishop of Liverpool took place in the Pro-Cathedral of St. Nicholas, as the vast new Cathedral on Brownlow Hill is not ready for such ceremonies. As the Pro-Cathedral has only the proportions of an ordinary parish church, the ceremonial was on a much smaller scale than that seen at the recent enthronement of Dr. Godfrey, who had been translated from Liverpool to Westminster. At his enthronement Dr. Heenan was supported by four Archbishops and eleven Bishops. The Bull of Appointment from Rome was read by a priest in Latin and English, and the solemn rite of enthronement was performed by the Apostolic Delegate to Great Britain, Dr. Gerald O'Hara. This particular ceremony was based upon the ancient northern tradition as represented by the rite used in the pre-Reformation See of York. Dr. Heenan was assisted at the celebration of the High Mass by Dr. O'Hara, who also gave the Papal Blessing. The address was given by Dr. Godfrey. The new Archbishop, who is aged fifty-two, had been Bishop of Leeds since 1951. After his ordination in 1930 he worked for several years in the East End of London. As one of his names is Carmel it was appropriate that his enthronement as Archbishop should have been on the feast day of Our Lady of Mount Carmel.

On left—

THE FORMER ARCHBISHOP OF LIVERPOOL RETURNS TO THE CATHEDRAL : Dr. William Godfrey, who is now the Roman Catholic Archbishop of Westminster, goes in procession past the assembled crowd to the Cathedral.

A PROPOSED PLAN OF THE WESTERN FORECOURT OF ST. PAUL'S CATHEDRAL: This drawing of the architect's plans, prepared by Lord Mottistone, the Surveyor of the Fabric of St. Paul's, shows the Dean and Chapter's proposed amendments to the Holford plan, as presented at the public enquiry held last week by the Ministry of Housing. The artist looks down from the roof of the Cathedral across the forecourt and down Ludgate Hill towards Fleet Street. In the forecourt is the statue of Queen Anne. The spires are those of St. Bride's Church and St. Martin's. It was stated that the Dean and Chapter's plan is both formal and axial with the Cathedral, but it is not rigidly symmetrical.



On left—

THE PUBLIC ENQUIRY: In the centre of the room is the large model of Sir William Holford's plan for the precincts of the Cathedral. Seated at the table on the dais is Mr. F. H. Carr, who presided over the enquiry. Standing on the right as he addressed the enquiry on behalf of the Corporation of London is Mr. Harold Williams, Q.C. At the tables on the left are counsel for the objectors to the plan. Seated beside them is the Venerable O. H. Gibbs-Smith, Archdeacon of London.

SETTING FOR ST. PAUL'S

The Dean and Chapter of the Cathedral have Submitted Amendments to the Holford Plan for the Precincts

SIR WILLIAM HOLFORD'S PLAN: The model shows the Cathedral in its setting as proposed by the architect. On the far side is the twenty-storey building which the Dean and Chapter consider to be too high. Among other modifications suggested by the Dean and Chapter is the reduction from 230 ft. to 110 ft. of a proposed office block in Newgate Street. Sir William Holford has explained that he tried to provide accommodation for three-fifths of the floor space that existed before war damage

LONDON'S CATHEDRAL IN A WORTHY SETTING: In this drawing of the Dean and Chapter's proposed amendments St. Paul's is seen from the west with the Bank of England building in the background. The plan proposes a Y-shaped alignment of the buildings in the western forecourt as opposed to the four-square layout submitted by Sir William Holford. It follows closely the original plan of Sir Christopher Wren. The proposed plan is described as being "an essay in transition from Wren to Holford."

In June, last year, one of THE SPHERE'S special artists gave his impressions of the St. Paul's precincts as they would appear if the plan submitted by Sir William Holford were adopted. Sir William drew up his scheme at the request of the Corporation of London after the Minister of Housing and Local Government had asked for fresh consideration of this part of the County of London Development Plan in the belief that an opportunity for providing a worthy setting for St. Paul's was being lost. When he set to work the architect found that he was already limited in some areas, where new offices are already under construction. This particularly applies to the east—in Watling Street and Cannon Street—and to the south going down to the Thames over Cannon Street and Queen Victoria Street. When it was published the scheme for the precincts of the Cathedral raised much discussion and controversy, being hailed as "exciting, imaginative and creative," but also being condemned as a "masterly shocker."

Last week, in the heart of the City, above which the Cathedral rises majestically to a height of 365 ft., some of the objections to Sir William Holford's plan were described in detail at a public enquiry held by the Ministry of Housing and Local Government. Much attention at the enquiry was focussed on the alternative plan which was put forward by the Dean and Chapter of the Cathedral. This had been prepared for them by Lord Mottistone, who is the Surveyor of the Fabric of the Cathedral. It was stated that it had the support of eminent architects, namely Sir Giles Gilbert Scott, the architect of Liverpool Cathedral; Sir Edward Maufe, architect of Guildford Cathedral, and Mr. Charles Wheeler, President of the Royal Academy.

The Archdeacon of London, the Venerable O. H. Gibbs-Smith, said that they welcomed and supported in general principle the revised proposals of Sir William Holford for the precincts, but urged amendments to his design for the western forecourt. "Sir William Holford wants a worthy setting for St. Paul's," he said, "and so do we. We only want to help him to achieve it." They believed that their amendments would not destroy the plan as a whole. As well as suggesting amendments to the forecourt they objected to the height of the twenty-storey building to the north-west. Mr. M. Rowe, Q.C., said the Dean and Chapter felt it desirable to keep the buildings immediately on the forecourt down to at least the level of the first cornice, which was 60 ft. For the L.C.C. it was said that the town planning committee would "regard as a national tragedy any amendment to the plan which affected or destroyed in any way its spirit."

HOLLAND'S BATTLE AGAINST THE SEA

The New Circular Dyke at Hellevoetsluis

THE FIRST PHASE OF HOLLAND'S LATEST BATTLE AGAINST THE SEA: Work proceeds on a circular dyke at Hellevoetsluis, part of the "Delta Plan," the great project of linking the islands of South Holland and Zeeland with new dykes. The object is to protect the area of the terrible flood disasters of February 1953, when over 1,300 people lost their lives, many more their homes, and damage was estimated at £100,000,000. The gales and high tides took terrible toll of almost every section of Holland's North Sea coast and it was reported, at one time, that one-sixth of the country's land surface was under water. Many dykes collapsed, including the Ramekens Dyke at Walcheren, which let in the seas to flood the town of Flushing. The deltas of the Maas and Scheldt Rivers were particularly severely affected. The Dutch Government acted rapidly, stating that the country would give up no land taken by the sea. First aid was the first necessity. But after that was accomplished the larger plans were begun and the pictures on this page illustrate an important new stage in their implementation.

STARTING WORK ON THE FOUNDATIONS OF THE NEW CIRCULAR DYKE AT HELLEVOETSLUIS: In the centre of the picture the first stage of the laying of the foundations can be seen—a layer of tough twigs woven into a carpet. On this are placed the large stones which workmen are trundling across in wheelbarrows from a barge. The sea wall in this section of the "Delta Plan" is now strong enough to keep out the seas. Later the circular dyke will be pumped dry and a lock will be built there.

THE STEEL INDUSTRY PLANS FOR THE FUTURE

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

THROUGHOUT the post-war era it has been the continuous wide strip mill—that long, echoing succession of rolling stands with flat steel rushing down them in a rapid, red-hot ribbon—that has been the symbol of expansion in the steel industries of the world. It has caught the imagination alike of people in under-developed countries—making the strip mill, like the oil refinery and the cement works, one of the "prestige investments" for any nation seeking a place in the sun—and of the public in mature economies. Margam, in Britain, Fairless, in Maryland, Usinor and Sollac, in France, Cormigliano, in Italy—these have been the names to conjure with in the first decade of post-war steel development.

It is beginning to be doubtful whether this will be true of the second decade. It is true that Western Germany is building a new strip mill at Bremen, and the French one at Dunkirk—both designed to use not only foreign iron ore but probably imported American coal. But elsewhere in the world's steel industries—and notably in the British steel industry, which has now prepared its third five-year plan of development—there are signs of a shift of emphasis. The main object of expansion in steel to-day is beginning to be the "heavy end" of steel products—in particular, of structural steel and steel plate.

As one walks from one end of an integrated steelworks to the other, the vast investment represented by the succeeding items of huge plant becomes steadily more specific. Coke ovens to prepare coal for its job in iron-making are comparatively standardised ; technical changes generally represent a company's good ideas, not any special needs. The same is true in the blast furnace, providing companies have roughly similar qualities of coke and iron ores to deal with ; and even differences in quality of materials will generally dictate variations in the way a furnace is operated rather than in its basic design or size.

When one comes to the plant actually making steel out of iron and larger or smaller amounts of steel scrap, the materials available will settle not only "driving rates," but also, largely, the kind of equipment—the open-hearth furnace used to make most of Britain's steel or the Bessemer converter that is used to a much greater extent on the Continent. But steel is steel ; and though the quality of the raw materials, passing through to settle the quality of the eventual steel ingot, will to some extent limit the choice of kinds of finished steel that can be made from it, a wide choice remains to the steelmaker—to decide according to his opinion of what demand in the steel market is likely to be.

Once he has committed himself to rolling equipment, that choice is largely made ; the works will be able to make many sizes and thicknesses of a few types of steel products, but there is not much flexibility left between major products. A strip mill can be designed so that when necessary it can roll a rather thicker flat steel, light plate. Section mills can roll a wide variety of angles, channels, and beams of different section. But essentially investment in rolling equipment is backing one's hunch about the market—and backing it with, say, £35 of capital for every ton of steel that one hopes to sell a year. And that final investment will largely settle the eventual profitability of the whole iron and steel investment behind that rolling mill—taking the whole plant in, perhaps £80 to £90 "per annual ton."

So guesses about the way that demand will develop for steel have to be very specific guesses about steel plate or steel sheet or steel tube to make sense—and if they do not make sense in the long run somebody will lose a lot of money. The British steel industry's new development plan calls for an increase in output of crude steel from about 22,500,000 tons this year to more than 28,000,000 tons in 1962 (a figure that itself has involved lengthy and anxious calculation by the Steel Board, the Government, and the industry's own economists). But the £600,000,000-£700,000,000 question for the industry has been "What kinds of steel?"—for the investment involved seems likely to be of the order of £100,000,000 to £150,000,000 a year over the whole period.

Over this period, the industry's considered view is that demand for plates, heavy sections and bars seems likely to grow faster than demand for lighter products such as sheet and tinplate—moreover, that there exists more room to squeeze extra output out of the present mills for these lighter kinds of steel. The new accent is on plate mills. There are to be two installed at Ravenscraig, where Colville's have just completed a new blast furnace and steel melting-shop ; new plate mills at the South Durham and Consett works on the north-east coast ; one new one at the Patent Shaft Works in the Midlands, and another reconstructed by United Steel at Scunthorpe. In all, the six mills will increase plate output in Britain by well over 1,000,000 tons, which is an addition of about 40 per cent. to existing production. A market for this plate seems assured—the shipbuilding industry is increasing its output, particularly of tankers, chemical plant and oil equipment makes heavy demands on it, and nuclear energy, along with other kinds of heavy capital investment, will require large tonnages.

Dorman Long, at Middlesbrough, have just brought their new medium section mill into operation, together with extra coking and iron-making capacity ; their new broad-flange beam mill is nearly complete. This big new mill, the first in this country and the most modern in the world, may well become the showplace of steel development in the late '50's and '60's. Housed in a vast new building 3,000 ft. long, it is fully as impressive as the great strip and tinplate mills of Margam, Trostre and Velindre.

One question is left open in the steel plan which was on everyone's lips in the steel industry a couple of years ago : the fourth continuous strip mill. It is symptomatic of the change in the industry's thinking that outsiders have been arguing this summer about where such a mill should be ; the industry's own questions have been "When?" or even "Whether?" The motor industry's vulnerability to a whiff of disinflation was demonstrated last year. This has not frightened the steel-makers away from the idea of expanding flat steel capacity further, but it has made them wonder whether for the next few years enough extra production cannot be squeezed out of the three mills at Margam, Ebbw Vale and Shotton, in Cheshire. Richard Thomas and Baldwins are now proposing to build a steelworks at Newport which could eventually become the base for a new strip mill. But they will have other outlets for the semi-finished steel they will make there, and as to the strip mill, they would prefer not to make up their minds yet.

This plan for "heavier" steel development, however, faces its own uncertainties. In no other kind of finished steel-making has any piece of equipment been developed to give the quite revolutionary improvements and economies that the continuous wide rolling mill does for strip and sheet. New mills such as Dorman Long's new broad-flange beam mill and the new plate mills offer economies over plant now in use ; but much more modest ones. So this third development plan is liable to offer a somewhat leaner return on the vast investment it will involve ; or perhaps, to promise dearer steel.

MORE STEEL FOR BRITAIN—THE COMBINED UNIVERSAL BEAM AND HEAVY SECTION MILL AT THE LACKENBY WORKS OF MESSRS. DORMAN LONG (STEEL) LTD. IS NEARING COMPLETION : The picture, taken towards the end of the building operations, shows the installation of the finishing banks of the company's new mill, which has a length of 3,000 ft. The melting shop of Dorman Long at Lackenby is 1,084 ft. long and consists of five 360-ton tilting furnaces and two active mixers. Each of the two mixers has a capacity of 600 tons.

Pictures of expanding production in Britain will be found on the following page.

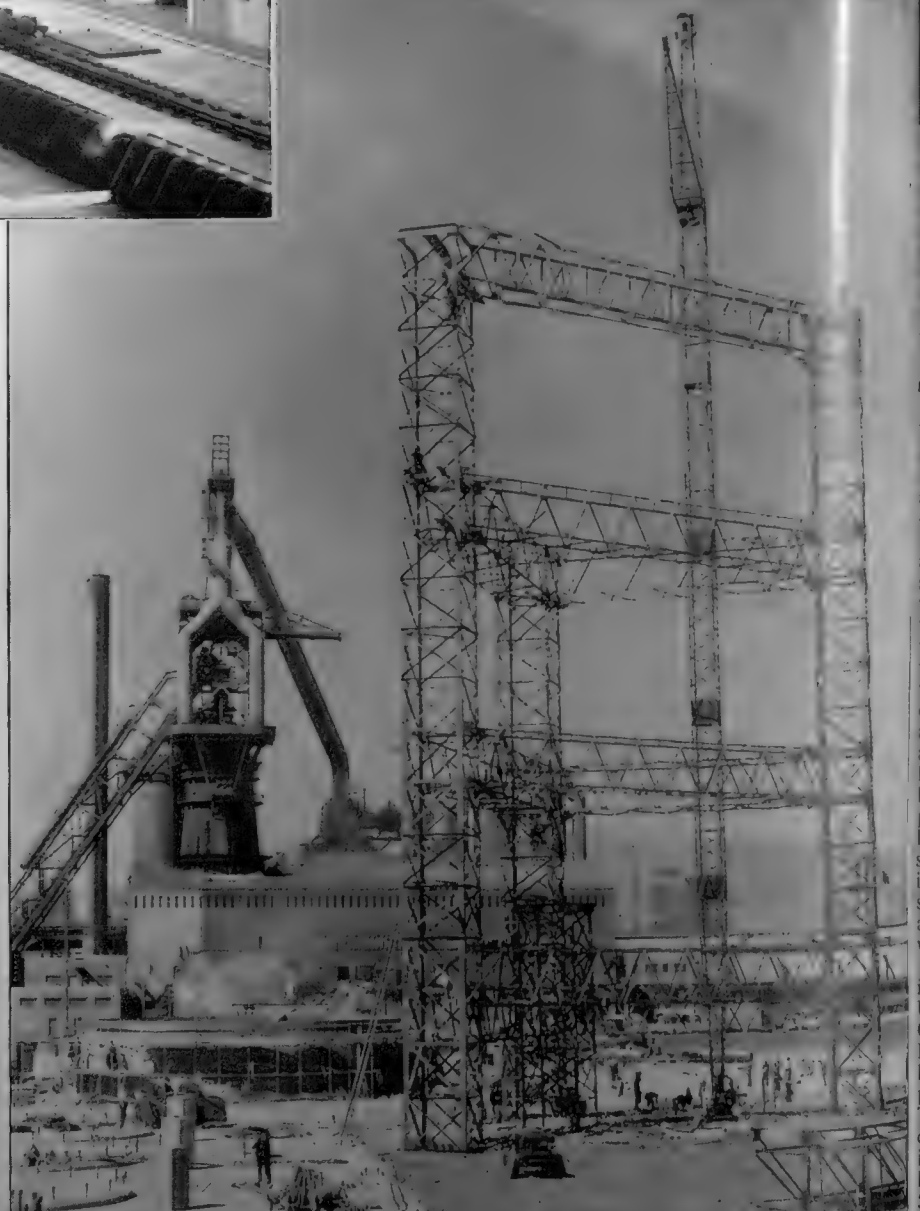
PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

A STEEL PRODUCING CENTRE IN WALES: This is a general panoramic view of the Abbey Works of the Steel Company of Wales. In the far background can be seen the Margam Works in which the blast furnaces are located. In the right foreground structural steelwork is being erected for an extension to the cold reduction mill. The buildings cover a length of 4½ miles. At present 14,500 people are employed at the works. It is expected that the present development work being carried out will be completed and in operation in about two years' time. By then the company will have spent more than £175,000,000 on plant extension and modernisation since 1947.

PRODUCING STEEL IN WALES

On left—

IN PRODUCTION: The picture shows the finishing stands and run-out tables of the 80-in. continuous strip mill at the Abbey Works, which rolls steel slabs into strip or plate. Much of the steel strip is then further processed into sheets or goes to the company's works in west Wales to be made into tinplate. *Below*—The steel structure of the crane which will be used in the construction of the fifth blast furnace at the Margam Works. Beneath the structure, work is in progress on the furnace block and stove block. In the background is No. 4 blast furnace which began production in January, 1956.



One of the most outstanding examples of Britain's post-war industrial developments is the project put in hand by the Steel Company of Wales to modernise the sheet steel and tinplate industries of South Wales. The Company's developments have been carried out in three main stages, construction work on the first of which began in April 1947. Under this stage the plan was to modernise and extend the blast furnaces, coke ovens and coal and ore handling plant at the existing Margam Works at Port Talbot, in Glamorgan, in order to provide the extra pig iron required. At the same time a great new works, named the Abbey Works (after the nearby twelfth-century Margam Abbey), was constructed on a new site adjoining Margam.

At the Abbey Works the plant included a new Steel Melting Shop and a ¾-mile-long building housing the various rolling processes needed to transform ingots of up to 20 tons in weight into coils of steel strip up to 72 ins. wide. Further, to process the steel strip produced on the hot strip mill, two cold reduction mills were installed. One of these, for the production of steel sheet, was placed alongside the hot strip mill at the Abbey Works while the other, together with a modern tinning plant, was located at Trostre, near Llanelly, about 25 miles away. The tinplate trade of South Wales has for many years been centred in the area between Swansea and Llanelly and so for sociological reasons the Company decided to continue its tinplate manufacturing activities in that area. Trostre Works is designed to receive from the Abbey Works steel strip in coil form which, after cold reduction, is further processed into tinplate.

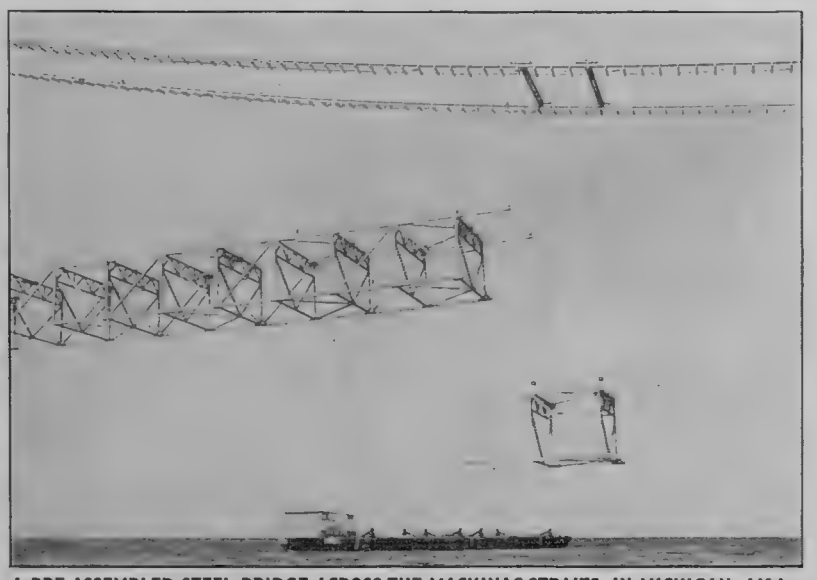
By the autumn of 1951 most of the main items of plant in the first development stage were in operation and even before this plant was fully in production the company had embarked on the next stage. At the Margam Works another blast furnace and more coke ovens were installed, and at the Abbey Works there were four more steel furnaces, all of which were designed to increase still further the steelmaking capacity of the plant. To absorb this extra steel a second cold reduction tinplate plant similar to Trostre was erected at Velindre, near Swansea. At the present time the last main items of plant installed under stage 2 are coming into operation and this will increase the steel output of the Margam and Abbey Works to 48,000 tons per week, all of which is destined to be rolled into plate, sheet or tinplate.

On May 1, 1956, the company announced the start of the third main stage of the project. This provides for the additional increase in the steelmaking capacity of the Abbey Works by a further 12,000 tons a week, to make a total annual production of 3,000,000 ingot tons. The development includes a fifth blast furnace, eighty more coke ovens and a new shop to make additional steel by the Bessemer method. Also planned at the Abbey Works is a four-stand cold reduction sheet mill, principally for the purpose of rolling some of the additional steel output into the lighter gauge sheet range for the drum and galvanising markets.

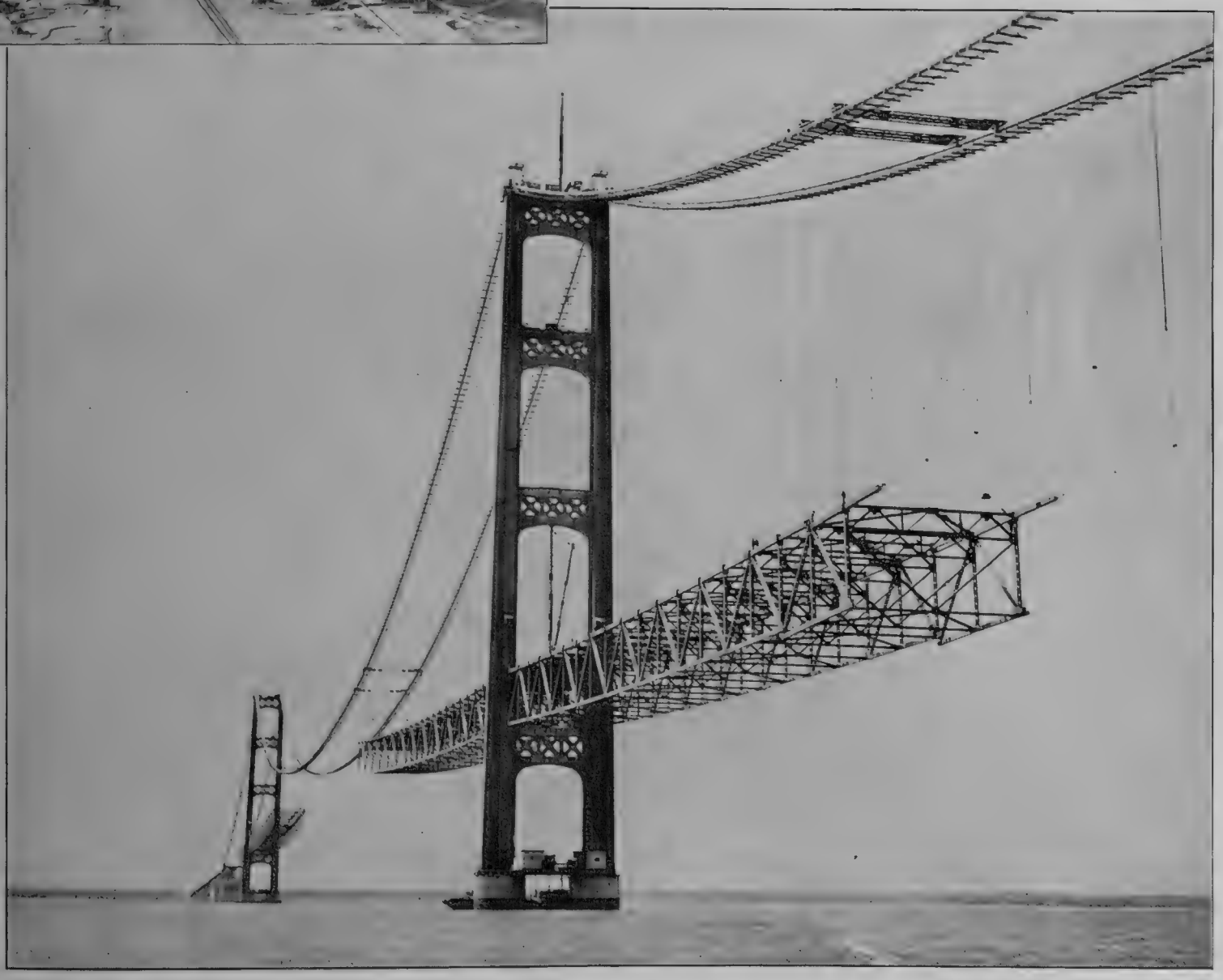
As a result of these developments, the sheet and tinplate industries of Wales face the future confident that, as the demand for these products increases, Britain will have production and technical capacity for the manufacture of plate, sheet and tinplate which in quality can compare favourably with similar products manufactured anywhere else in the world.

STEEL FOR A NEW SUSPENSION BRIDGE: A stiffening truss unit is towed out to the new bridge across the straits of Mackinac. *On right*—The view shows some of the trusses which have been placed in position to form the suspended highway.

STEEL FOR A NEW AMERICAN BRIDGE



A PRE-ASSEMBLED STEEL BRIDGE ACROSS THE MACKINAC STRAITS, IN MICHIGAN: Lifting struts placed on the 24½-in.-diameter main cables raise a section slowly upward from a barge, to its position in the new bridge. Each section weighs 100 tons.



The construction of the new suspension bridge across the Mackinac Straits, in Michigan, is well advanced. At the time of writing it is hoped that, weather permitting, all the pre-assembled steel stiffening truss units will be in position later this month. Floating the 100-ton sections to the assembly points on the bridge is a delicate operation requiring almost perfect surface and weather conditions. Eighty-six truss units have had to be lifted into position and each one has had to be raised separately. The truss unit is raised by the lifting struts on the main cables and fixed to the steel wire suspender ropes.

The new bridge, which is being built by the United States Steel Corporation's American Bridge Division, will link the upper and lower peninsulas of Michigan. The entire bridge, including approach spans, is nearly five miles in length. Between the two 552-ft. main towers the roadway will be 185 ft. above the water.

BRITAIN'S ROADS ARE NEWS AGAIN

Traffic Congestion and Speed Limits; Driving a Ford Prefect; and Other News of Motoring Interest

By "THE SPHERE" MOTORING CORRESPONDENT

MR. HAROLD WATKINSON, Minister of Transport, has admitted at last that something should be done at once to ease traffic congestion on the roads from London to the coast. He has appointed Mr. Alexander Samuels to carry out an immediate survey of the bottlenecks which strangle the traffic flow on sunny summer Sundays and at Bank Holiday week-ends.

Announcing this in the House of Commons, the Minister said he was most anxious to see whether any temporary measures could be devised which might make things easier for the week-end motorist. Mr. Watkinson pointed out that a number of costly road-improvement schemes are planned for some of the roads from London to the coast, but as top priority was being given to the motor roads and urban bottlenecks, they cannot make an early contribution to the problem. One of the emergency measures Mr. Samuels is expected to recommend is the use of a "tidal" traffic system under which certain stretches of road will be reserved for outbound traffic for part of the morning and for London-bound traffic at night. Side-roads may be temporarily blocked and diversionary routes boldly signposted.

Mr. Samuels began his survey the day after the Minister made his announcement. He is calling it "Operation Holiday" because it will have such an important bearing on the enjoyment—and safety—of motorists driving to and from the sea. Mr. Samuels, who owns a fleet of taxis in London, is well qualified to take on this urgent job. He is chairman of the London and Home Counties Traffic Advisory Committee. In 1951 he investigated London traffic congestion for the Minister of Transport and he has also prepared reports on car-parking, differential speed limits and parking meters.

The latest influential bodies to castigate the Transport Ministry on its unimaginative policy on roads are the Transport and General Workers' Union and the Road Research Board of the Department of Scientific and Industrial Research. A spokesman for the big transport union said congestion and delays produced by inadequate roads more than offset the benefits of increased production.

In *Road Research, 1956*, published by the Stationery Office, the Road Research Board states that although a greatly increased number of road improvement schemes has been carried out during the past two years, and more schemes are in hand, "congestion generally has been getting steadily worse." The Board adds: "The disparity foreseeable between the growth of traffic and the provision of adequate road capacity to meet the needs will widen if the present trend continues."

A 40 m.p.h. speed limit is to be introduced experimentally soon in the London area. On 25 miles of road it will replace the existing 30 m.p.h. limit. It will also be applied to 68 miles of road at present derestricted. The underlying idea is to allow traffic to increase speed gradually as it moves from central London towards the open road. Mr. Watkinson said a special and distinctive 40 m.p.h. sign had been devised and the experiment would begin as soon as the signs could be erected. He hoped this would not be later than January 1, 1958. Why, I am wondering, was it thought necessary to produce a "special and distinctive sign"? What 's wrong with the present red-and-white disc, but using the figures 40 instead of 30? It seems to work all right in France and other countries. It shouldn't be necessary to add yet another to the multitude of signs which make a daytime nightmare of motoring in Britain, and especially for visitors from abroad.

A WINNER: The Ferrari, driven by the Belgian pair, Paul Frere and Oliver Gendebien, passes the flag to win the 12-hour Grand Touring car race at a speed of 104 m.p.h. on the Gueux circuit near Rheims. Ferrari 3-litre saloons took the first five places in the race.

Since driving tests were suspended on November 23 last year during the Suez crisis, learner-drivers have not had to take with them fully-licensed drivers. They will have to do so again as from October 1. Since tests were resumed the average waiting period has dropped to four weeks. In some areas an L-driver can fix up a test inside a week. Ministry of Transport officials believe, and with good reason, that many L-drivers are not bothering to apply for a test as long as they are allowed to drive solo. Consequently, the Ministry does not know the size of the present backlog of untested drivers.

BRITISH-BUILT ISETTAS EARN DOLLARS: The first big consignment of British-manufactured B.M.W. Isetta motor-cars is made ready for transportation to Canada. The consignment forms part of the 6,000 orders which have been received from Commonwealth countries. The car is built at Brighton by Isetta of Great Britain Ltd.; the first came off the assembly-line in May of this year.

THE SCOOTACAR MAKES ITS DEBUT: It is described as being something entirely new in its approach to personal transport, being definitely an enclosed scooter and not a miniature car. The Scootacar is being built by the Hunslet Engine Co. Ltd., of Leeds, and line production will be well under way before the end of the year. There is room for two adults and a child as well as luggage, and the cost (including tax) will be £297 10s. It has a 197 c.c. Villiers engine, with a fuel consumption of 80 m.p.g. at 30 m.p.h., and a cruising speed of 45 m.p.h. Length is 6 ft. 9 ins. and width 4 ft. 2½ ins.

The British Motor Corporation has reduced the price of the Borg-Warner automatic gear-box offered as an optional extra on its Austin A.95, Austin A.105, Morris Isis and Wolseley 6/90 models.

On the A.95, Morris and Wolseley models, it now costs £157 10s., including tax. That is an overall reduction of £15. There is a similar reduction in the case of the A.105, but for this car the extra cost is now only £93 5s. This is because the standard A.105 is fitted with an overdrive unit which is not needed when automatic transmission is specified.

I recently resumed acquaintance with the Ford Prefect. I had the use of one for a week and I discovered that I had forgotten just how good this car is. Although this is one of the few popular models now built in Britain with a side-valve engine, the 1,172 c.c. unit gives the handy little saloon a vivacious performance. It offers such good acceleration figures that a determined Prefect driver can get away from traffic lights faster than most other cars, whatever their power.

Road-holding is good and the lightness of the steering helps to endear the Prefect to women drivers. So does the easy control of the three-speed gear-box, which has a central lever and is all the better for it. Top speed of the four-door, four-seat Prefect is close on 70 m.p.h. The car has smooth, compact lines and there is a remarkably roomy luggage-boot. The Prefect costs £623 17s. The Ford Company has just landed a £300,000 contract for 1,000 Anglias. This model is basically the same as the Prefect but has only two doors.

I have just got around to reading a book which has lain tantalisingly on my desk since last October. It is Mr. John Wyer's *Motor Racing Management*, and in spite of that rather dull title I can recommend it to anyone who is really interested in motor sport. Until his promotion a few months ago, Mr. Wyer was manager of Mr. David Brown's Aston Martin team. Under his able direction this *marque* has gained many successes at Le Mans and on many other famous circuits.

In a well-written book John Wyer takes readers not only behind the pit counter at race meetings but into the factory where racing cars are developed and scrupulously prepared; and into the board-room where racing policy is hammered out. Mr. Wyer is never more honest than when he gives his answer to the question: "Does racing improve the breed?" This is what he says: "It has become a cliché that racing improves the breed. . . . I was taught to believe it, if not at my mother's knee, at least quite soon afterwards. Believe it I did, implicitly and without question; and believe it I still do, but with some mental reservations and perhaps rather as an article of faith than as a reasoned belief which I much care to be called upon to justify.

"This may be regarded as cowardice, but it is more truly laziness. The real trouble is that I now realise only too well that there is a very considerable body of opinion against me and that whatever arguments I advance there will be a large number of counter-arguments no less convincing." The book is published by the Bodley Head at 18s.

Foreign motorists in France can now buy petrol in that country at almost half the price to which it was recently raised when rationing was stopped. The ordinary grade of petrol, which is usually called "commercial" in Britain, now costs the French 8s. 3d. a gallon. Premium grades cost more. The French Government realised that tourism would be seriously affected if motorists from Britain and other countries were expected to pay for petrol at this inflated rate. It decided on a tourist rebate system, on the lines of that successfully operated in Italy. So in future motorists visiting France from other countries for at least three days can buy petrol coupons which have a nominal value of 1,000 francs (£1). Although they will buy £1 worth of petrol, they cost the foreign motorist only 11s. 7d. On presenting one of these coupons at any garage the motorist gets 11 litres (about 2½ gallons) of commercial grade petrol or 10 litres of premium grade fuel. A motorist is limited to 50 coupons a year. Twenty-five of them may be bought in France or in the motorist's own country. The second twenty-five may be bought only in France.

What 's this I hear from Montlhéry? An Austin A.35 motoring 10,000 miles in 8,000 minutes? Yes, and it was an ordinary production model, driven on a kind of mechanical spree by a party of Cambridge undergraduates. They took it in turns to motor flat-out round the Montlhéry race track day and night for a whole week. When two of them were overcome by the heat, Marcus Chambers, B.M.C. competitions manager, stepped into the breach and they finished the sortie at an average speed of 74.79 m.p.h. Congratulations!

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

Time goes further with a STANDARD

Your new Standard car will give you leisure hours
that you will remember long afterwards;
hours that mean *more* miles packed with new pleasures,
new excitements, new satisfactions. The economy,
the efficiency and the comfort of Standard motoring
will make the hours you treasure mean so much more to you
and your family. Indeed, time goes further with a Standard .....

Standard Cars

The Standard Motor Co. Ltd., Coventry, England. London Showrooms: 15-17 Berkeley Sq., W.1. Tel: Gro 8181

The World of Books: By VERNON FANE

SUEZ, OPIUM, WALES AND CONVENTS

John Connell Writes of the Suez Crisis; a Story of the Far East; Rhys Davies' Novel; the Story of an Enclosed Nun in a Flemish Convent; and other New Publications

THAT great and insufficiently quoted genius, Napoleon, said: "Egypt is the most important country in the world" and, once again, France, England and the rest of the world are discovering the truth of that dictum. Mr. John Connell, in writing the story of the Suez crisis as objectively and factually as possible, has chosen to call his book THE MOST IMPORTANT COUNTRY (Cassell. 16s.). He has explained that it sets out to give the whole story of the Anglo-French intervention in the Israeli-Egyptian conflict in the light of political and economic developments in Egypt from the end of the Second World War. In Mr. Connell's view the only way in which to understand the Suez intervention and to see it in a true perspective (which was extremely difficult to do at the time) is to assess the whole Middle East situation as it resulted in, and followed from, the emergence of a dictatorship in Egypt backed by the U.S.S.R. "Suez," he writes, "is one of those historical watersheds to which, from time to time, nations separately or collectively are destined to come." His book, of which Napoleon's words are the explanation and justification, is as topical as it is lucid.

OPIUM VENTURE (Robert Hale. 16s.) is a story of the Far East, told in the form of a volume of reminiscences by Mr. Gerald Sparrow, who writes of an experience some years ago when, at the age of twenty-eight, he was appointed British Legal Adviser in North Siam by the Ministry of Justice at Bangkok. His duties entailed sitting, with two Siamese colleagues, as a judge in the International Court; they also included at one point a trip into the Shan States, where he met the Salem Princess whose story this principally is. This lady was clever, not to say crafty, and had a great talent for organisation. She collected a vast fortune from the smuggling of opium, running her enterprises on strictly business-like lines and, after they had been in her service for some time, paying her people with opium rather than money. When she retired she married, according to the author, "a husband or two" and became extremely religious. Mr. Sparrow, who was a prisoner-of-war of the Japanese from 1941 to 1945, has survived those years of misery to practise law in London, New York and Bangkok and to write this lively and unconventional book of which he says: "By and large, I tell you the story as it happened to me. I hope you enioy it. I do not smoke opium now."

RUE SAINTE-CLAIRE IN OLD NICE: The illustration is one of many reproduced in *Côte d'Azur* (Nicholas Kaye. 35s.), by Pierre Borel, and translated by Alan Ramsay. In this volume, one of a series of travel books, the author ranges far and wide along the region which "dispenses its countless delights to all."

Even livelier, though a shade less fantastic, is the first of this week's selection of novels, THE PERISHABLE QUALITY (Heinemann. 15s.), by Mr. Rhys Davies. Here is a writer who not only knows his native Wales and his fellow Welshmen but is a writer gifted with some understanding of women. By that I naturally mean women in general, since feminine is as feminine does without respect of nationalities. The story follows the local-girl-makes-good pattern but in a slightly unexpected way, since the woman whose shifts, stratagems and good-heartedness animate the tale is, for want of a better phrase, a lady of easy virtue. She is also a lady who, in middle age or almost, commits the indiscretion of falling in love with the young man who battens on her, irritates her, scandalises her, but brings a kind of tenderness into her life. To escape from his importunities a while and sort out her own feelings towards him she returns to her small town in Wales and there is cordially received by the sister who owes all her domestic comforts to this generous if irregular source. The woman reflects on her career and makes plans for the future. Her story comes to a close in practical but far from tragic renunciation and the likeness to *Chéri*, inevitable in a story on this theme, is maintained. There are some excellent comic scenes in all this and an unexpectedly tender treatment of the different climates of love.

Miss Monica Baldwin was a nun who left her convent in 1941 and afterwards described the circumstances and the spiritual conflict which had led to such a dramatic step in her autobiography, *I Leap Over the Wall*. That book, too, was the first I can remember in which the life of a community in an Enclosed Order has been described. THE CALLED AND THE CHOSEN (Hamish Hamilton. 15s.) is a novel, written as a diary kept by an Enclosed Nun in a Flemish convent, and its basic purpose is to show the problems and the spiritual conflict which a nun may have to face. This, as Miss Baldwin is able to demonstrate with rare authority, may include an overwhelming homesickness, a longing for ordinary comforts or the closeness of a family and it may also be related to the perpetual warring, in some novices and even professed nuns, between the individuality and the supreme surrender demanded by absolute spiritual detachment. Some of the writer's little sketches of convent life are acute and amusing, but the book is naturally grave and even sombre in its emotional atmosphere.

Sometimes—and it is the greatest reward of the devoted reader—one comes across the clear evidence of greatness. Such an event is a short novel called THE LADY (Gollancz. 12s. 6d.), by Mr. Conrad Richter, whose name is already distinguished in the United States and who has won the Pulitzer Prize, although such prize-winning is not always the surest guide to genius. *The Lady* is a tale set in New Mexico at the turn of the century; the scenery brilliantly and lovingly described, the action faultlessly in character, the dignity and restraint of the telling as miraculous as its ease. Since the incomparable Willa Cather I have never enjoyed anything in this *genre* so much.

The next American novel is THE SUCCESS OF MARGOT MASTERS (Macdonald. 15s.). This is a great big piece of work about a totally unsympathetic character of great good looks and vitality who transforms herself from the Bostonian Maggie Fraser, married to the ultra-Bostonian Dexter Bradfield, to the delights of being "Margot" Masters, wife of a novelist and ideas man in the advertising business, and a celebrity in her own right as a columnist and radio commentator in New York. Miss Helen Howe plunges along at a great rate, almost as breathlessly as Maggie with her microphone, and gives some interesting detail of Boston foibles and New York frivolities, but it is a sad fact that it takes the greatest of talents to write a likable novel about a repellent person.

PALMA (Methuen. 15s.) is the last novel of that graceful writer, Signor Daniele Varè, who died last year. It is a story as told by an Italian diplomat, as Varè himself used to be, on his way to his Embassy in Pekin, again in the Varè tradition. There is more opium-smoking in the plot of this charming swan song but not as far as the narrator is concerned. Palma is a paradoxical and beautiful woman who leaves the east on her marriage to a French duke but returns to it eventually to round off this elegant and amusingly observed little tale.

Mr. Marcel Aymé, one of the foremost humorists in France, which is no small claim but a justifiable one, has produced a selection of twelve short stories from a possible sixty-odd that he has written. The title story in ACROSS PARIS (Bodley Head. 15s.) was made into a first-rate film, as I remember; a story of the city during the German Occupation and a couple of men, one a black marketeer and the other a perfectly honest artist, crossing from one end to the other with suitcases of prime pork, risking German patrols and other hazards Not all of M. Aymé's plots have comic connotations. *The Picture Well*, for instance, is a kind of tragic idyll and *Dermuche* has irony only to lighten its theme of a man who kills a family of three for a gramophone record. The translation has been done by Mr. Norman Denny, who has also provided an enlightened introduction.

TALES OF THE LITTLE QUARTER (Heinemann. 15s.) is another collection of short stories by the late Jan Neruda, who so perfectly expressed the fun, the pathos and the occasional bitterness that he knew in his home city of Prague. The translation is by Miss Edith Pargeter who, as a writer, has appreciated the high spirits and compassion of this enchanting collection.

KREUGER THE OPTIMIST

The Matchless Match King; a New Biography

The world has seldom laboured so hard to forget a man as it has to obliterate the memory of Ivar Kreuger, the Swedish "Match King," who organised a near world monopoly in matches, with factories in thirty-four countries meeting 65 per cent. of the world demand. He owned mines, forests, telephone companies and industries galore, and lent governments money almost with an air of condescension that bred only greater confidence in a man who from the outset sought to bluff the world. Allen Churchill's THE INCREDIBLE IVAR KREUGER (Weidenfeld and Nicolson. 21s.) is a piece of excellent biographical sleuthing about one who played the Jekyll and Hyde role with consummate artistry. Mr. Churchill has searched the records of Kreuger's forbears, talked with former schoolfellows and teachers, examined financial statements, court records and every document indeed that could help him in his task. The sum total of it all seems to be that Ivar Kreuger was a super optimist, and it was his fate to reach the zenith of his career when the state of world finance was at its nadir; even so Kreuger proved almost right in his optimism; he very nearly got by with complex transactions which set the accountants of two continents probing for years on end.

This is a fascinating biography, a far from complete summing up or balanced assessment of an Olympian figure, the Cagliostro of high finance who knew just how to exact from a brash and up-and-coming America the money the old world so badly needed in the years immediately following the First World War. If one thing emerges large and clear about this astonishing man it is the simple fact that, despite his vast stature for a brief period in the twentieth-century world, he was without the qualities that add up to greatness and in his make-up there was no true humanity.

William Howell was no sailing man when he chose a 4½-ton gaff cutter only 24 ft. long and decided, despite his limited experience, to sail to the South Seas and seek adventure in the sun. He found more adventure probably than he bargained for, and in WHITE CLIFFS TO CORAL REEF (Odhams. 16s.) he has certainly produced a classic in the literature of small-boat sailing. It was in September 1951 that Howell set course from Falmouth in *Wanderer II*. Two years later he dropped anchor at Victoria, British Columbia, after completing an 18,000-mile voyage in the course of which he narrowly escaped drowning on half-a-dozen occasions and endured fever, ptomaine poisoning and salt-water boils. The author concludes by saying "you don't have to be a superman to be a single-hander," but that is no boastful statement, only an expression of the belief that with average strength, some confidence, and a good boat a great deal can be done by one man alone.

In the Sierra de Motilon, astride the borders of Venezuela and Colombia, Ross Salmon has found adventure among a primitive and almost unknown tribe. His book FORBIDDEN JUNGLE (Hodder and Stoughton. 17s. 6d.) represents a bold attempt, one of the first made in modern times, to pin down the elusive Indians of the Motilon Mountains. It is a first-rate piece of work.

The story of the *Emden* is an epic of the First World War. This German cruiser, under the redoubtable von Muller, destroyed 100,000 tons of Allied shipping, including twenty-four merchant ships and two warships, in the course of the first three months of hostilities. A. A. Hoehling calls his book LONELY COMMAND (Cassell. 15s.). He shows how the *Emden*, in September 1914, cut adrift from all communications to become a lone raider, leaving a trail of sunken ships across 30,000 miles of the Indian Ocean. Finally *Emden's* brief but glorious career ended on North Keeling Island where, a blazing wreck, having been outgunned and out-classed, she ran aground. Of von Muller, the "lonely commander," it can only be said that he was a thoughtful and uncommonly noble man. The book is unstinting in its tributes to him.

From World War I to World War II and a ship of almost equal fame to the *Emden*. In ARK ROYAL (Hart Davis. 30s.) Rear-Admiral William Jameson gives the detailed and authoritative history of the fighting life of a great ship which played a decisive part in several major naval actions. The hunt for the *Graf Spee*, the sinking of the *Bismarck*, the maintenance of beleagured Malta were all vital moments in *Ark Royal's* career, which Admiral Jameson describes so well because for so much of her fighting life he served aboard her.

Latest addition to the Macdonald Illustrated Classics is Jane Austen's MANSFIELD PARK (Macdonald. 12s. 6d.). Many people regard this as one of the most interesting and important of Jane Austen's novels. The present edition, reproducing the text of the second edition of 1816, has an introduction by Q. D. Leavis and is illustrated by Phillip Gough.

Don't
be Vague
ask for

Haig

No Finer Whisky
Goes Into Any Bottle

HAND-MADE SANDALS

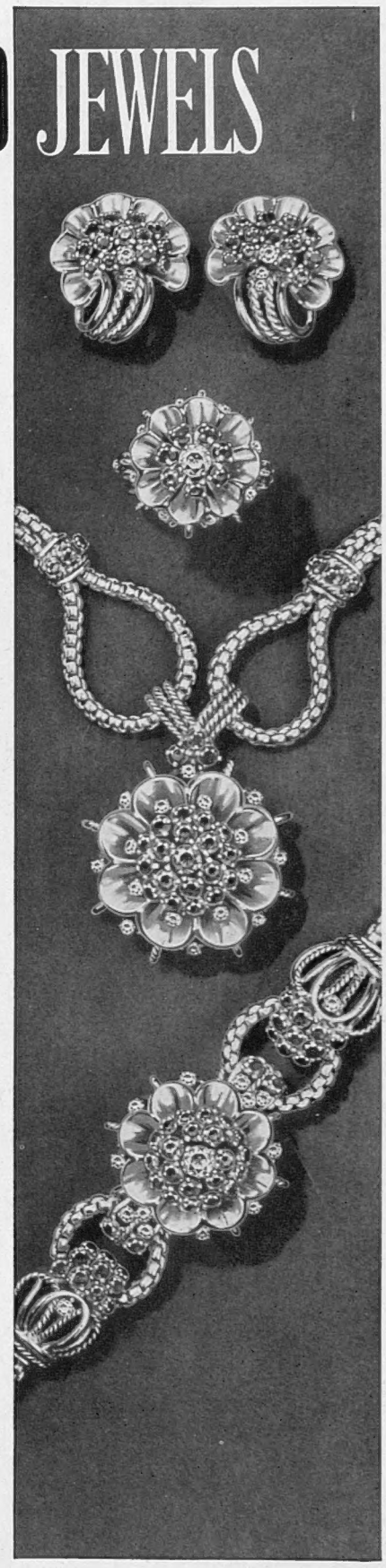
Made in Northampton, "the capital of fine footwear", these sandals are in limited supply owing to heavy export commitments to the United States. And no wonder, for they are styled by one of England's leading designers. Special features include mellow "Royal Oak" antique finish leather; cellular cushion soles; moulded arch supporting insoles. Only **67/6**

HORNE
BROTHERS · LIMITED

415/417 Oxford Street, London, W.1
Branches throughout London and Principal Cities.

BY APPOINTMENT
TO HER MAJESTY
THE QUEEN
GOLDSMITHS &
CROWN JEWELLERS

GARRARD JEWELS



Suite in ruby, diamond and gold

Ear-rings	£160. 0.0
Ring	£135. 0.0
Necklace	£297.10.0
Bracelet	£307.10.0
	£900. 0.0

An illustrated Catalogue of fine quality jewellery sent upon request.

GARRARD & Co Ltd

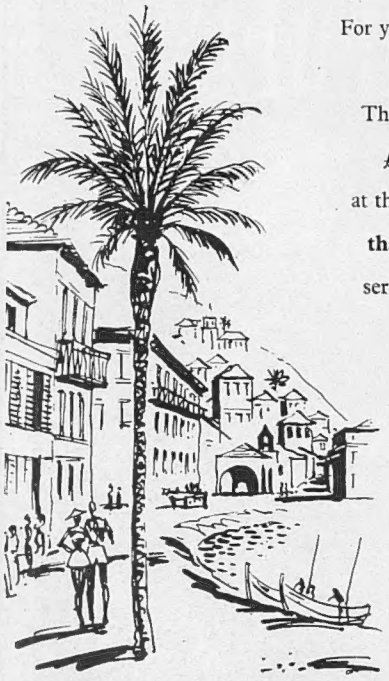
crown jewellers

112 REGENT STREET
LONDON W.1

FORMERLY THE GOLDSMITHS & SILVERSMITHS COMPANY, LTD.
TELEPHONE: REGENT 3021

Holiday in Madeira

AT A PRICE
YOU CAN AFFORD



For your autumn or early winter holiday fly to this beautiful sunshine island. The return fare by 4-engined flying boat is only £54 (£61 up to 18th Sept.) and a stay of 15 days at the Savoy first-class hotel **will cost no more than 22½ gns.,** inclusive of all meals, taxes and service charges. Dancing every evening in the restaurant *and* in the bar, private swimming and sun-bathing lido, tennis courts—all at no extra charge.

This is your opportunity to take a holiday which will cost only half its true value. Enquiries and reservations through your Travel Agent or

AQUILA AIRWAYS

11 GT. CUMBERLAND PLACE, LONDON, W.1 TELEPHONE PADdington 7040

Visiting **LONDON ?**

600 SUITES, one to six rooms, each with private bathroom and telephone. Spacious Restaurant, Club Bar, Lounge, Valet and Maid Service. Swimming Pool, Garage for 200 cars.

Write for fully illustrated brochure or telephone AMBassador 7733

Park West
MARBLE ARCH · LONDON

THE ALL-BRITISH
Conway Stewart

the Pen with the Marvellous Nib!

Gives character to your writing

PRICES 14/- to 46/6

CONWAY STEWART & CO LTD LONDON

OUR GLAD

a novel by
JOYCE WARREN

"There is a wealth of enjoyable characters, some with the genuine Dickens touch, and enough story to be going on with, of the rise to fame on the variety stage of a girl from a Derbyshire village. It is a very happy book, and a delight to read"
M. R. RIDLEY (*Daily Telegraph*) 15/-

PETER MOLLOY

THE CRY OF THE FISH EAGLE

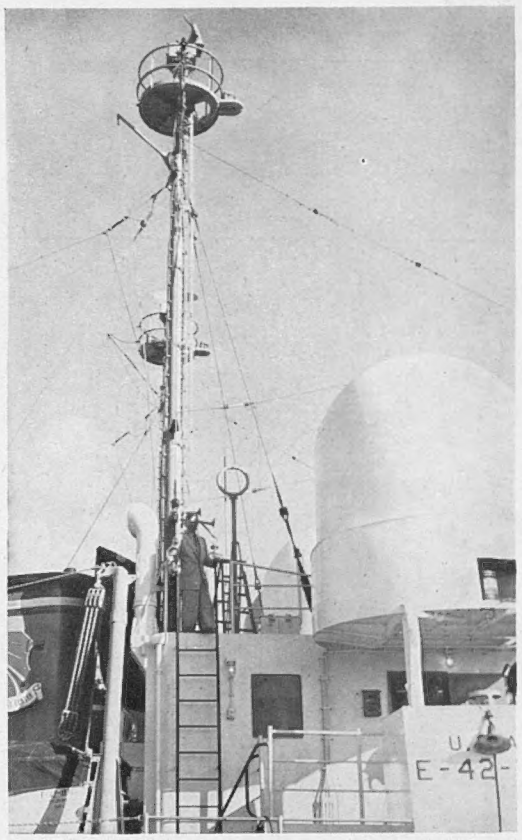
The experiences of a game warden and his wife in the South Sudan. "A wonderful book" SPHERE
with many photographs, 21/-

PUBLISHED BY MICHAEL JOSEPH

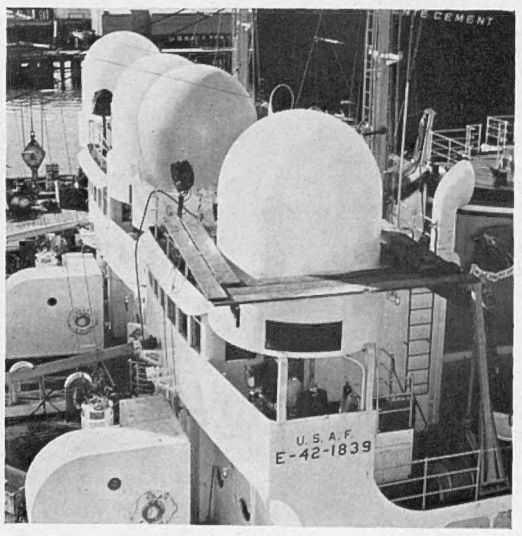
FLOATING BASES IN THE ATLANTIC

Ocean Range Vessels are Being Used by the Americans in Connection with Missile Tests

TO TAKE STATION IN THE ATLANTIC : This is one of six ships, known as Ocean Range Vessels, to be used by the Air Research and Development Command of the U.S. Air Force to record information of test missiles launched from Cape Canaveral, Florida.



A NERVE CENTRE : The radar antennæ at the top of the mast and the white radomes on the bridge form part of the ship's tracking and recording equipment which is centred in the " telemetry " room in the ship's No. 2 hold. *Below*—The view is of the plastic radomes on two ships.

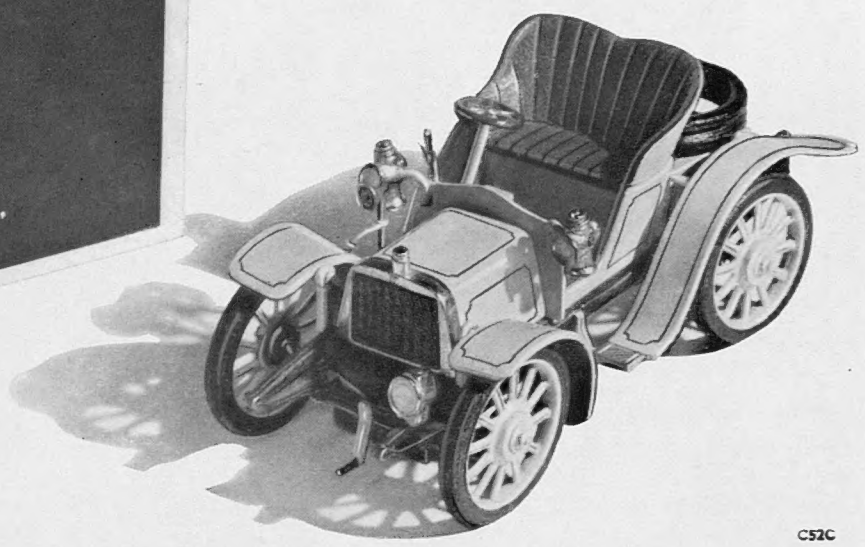


In the autumn the U.S.A.F.'s Air Research and Development Command is to establish a chain of " floating " bases in the Atlantic Ocean. This chain, to be located between the islands of St. Lucia and Ascension, will operate along the missile tracking gap of the A.R.D.C.'s 5,000-mile missile test range which is used to test Army, Navy and Air Force long-range missiles. The links in this 3,000-mile chain will be six " telemetry " ships, which have been modified with special electronic equipment to record and transmit information concerning the missile tests to the Range Control Station of A.R.D.C.'s Air Force Missile Test Centre at Cape Canaveral, in Florida. Slow, dependable Army F.S. (Freight Supply) cargo vessels have been selected for use as the " floating " bases, and they will be capable of remaining at their stations for as long as three weeks if necessary. When possible, the ships will only be " on station " while missiles are actually being tested, and upon completion of each mission, they will return to their ports at Recife and Belem, in Brazil, and Georgetown, in British Guiana.

The operation of the fleet is under the direction of the Guided Missiles Range Division of Pan American World Airways, principal contractor for A.R.D.C.'s missile test range operations, but the electronic equipment on the ships will be operated by the Radio Corporation of America (sub-contractor to Pan America). The recommissioning and modification of the World War II Army freighters into Ocean Range Vessels was accomplished by the Michael J. Ryan Company of San Francisco, and the Moore Drydock Company of Oakland, California ; the electronic equipment was installed by the Ralph M. Parsons Company of Pasadena. The No. 2 hold on each vessel functions as the telemetry centre, the "electronic brains of the ship." This area has been de-humidified, air-conditioned, soundproofed and insulated to insure accuracy of the information recorded by the helical telemetry antennæ housed in the twin plastic radomes.

Churchman's No.1

— the larger cigarette



FINEST LEAF
HINGE-LID PACK
4/- FOR 20

C52C

Firestone

NEW DE LUXE

Town & Country
ALL SEASON

These tyres are recognised by wise motorists as offering the finest value-for-money. They provide all-round safety with comfort, and give long silent service on the highway.

For rear wheels, giving non-skid safety on wet and greasy roads and maximum grip in mud. Smooth riding, and quiet. Long, trouble-free mileage.

Also ideal for estate cars and shooting brakes

EXPERIENCE COUNTS

42 Factories throughout the world. Firestone total sales exceed £1,000,000 per day.

consistently good

SENIOR SERVICE
Satisfy

Whaler, close-hauled, passing H.M.S. Vanguard

EAGLEY

Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Ingram House, 195-198, Strand, London, W.C.2, and Printed in England by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2. SATURDAY, JULY 27, 1957. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.